

CASON HW Q60
84 J17

JAMES NORTH HERITAGE DISTRICT

Background Information

HAMILTON PUBLIC LIBRARY

HAMILTON PUBLIC LIBRARY

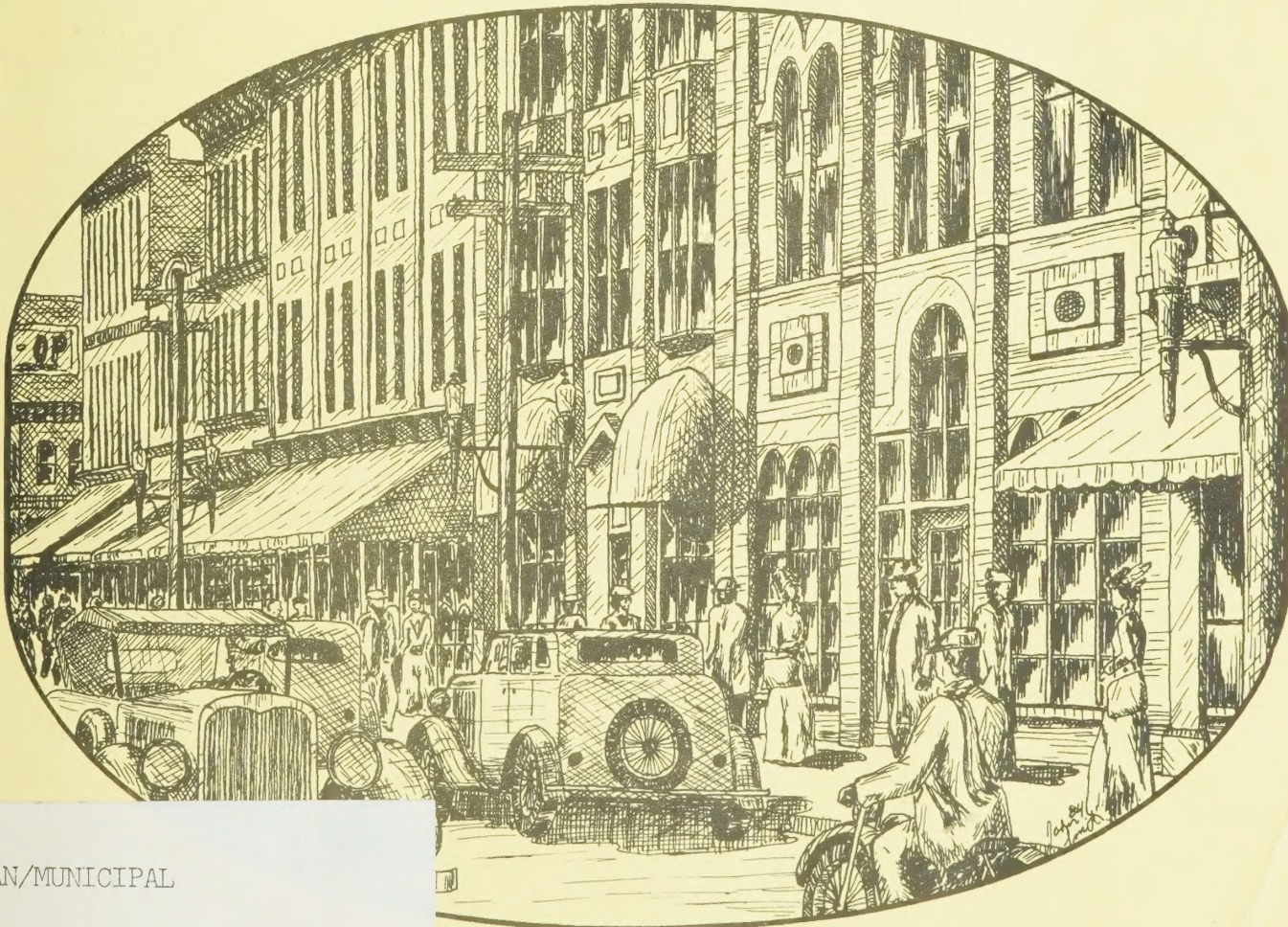
DEC 4 1984

REPORT


DEC 4 1984

GOVERNMENT DOCUMENTS

GOVERNMENT DOCUMENTS



URBAN/MUNICIPAL



Digitized by the Internet Archive
in 2023 with funding from
Hamilton Public Library

TABLE OF CONTENTS

HAMILTON PUBLIC LIBRARY

Page

LIST OF MAPS
LIST OF TABLES
LIST OF FIGURES

GOVERNMENT DOCUMENTS

1.	INTRODUCTION.....	1
1.1	Purpose of background study	2
1.2	Study Area	3
1.3	Schedule	3
2.	CONTEXT ANALYSIS.....	5
2.1	Introduction	6
2.2	Character Area Characteristics and Potential.....	6
2.2.1	Character Area Characteristics.....	7
2.2.2	Character Area Potential.....	9
2.3	Surrounding Developments and Impacts	10
3.	HISTORY OF THE AREA.....	13
3.1	Introduction.....	14
3.1.1	Historic Facts.....	14
3.2	Development and Growth.....	15
3.2.1	The 1800's.	15
3.2.2	The 1900's.....	22
3.3	Key Historical Buildings	22
3.4	External Influences	24
3.5	Importance of James Street North.....	25
4.	BUILDING INVENTORY AND BUILDING CONDITIONS.....	27
4.1	Introduction.....	28
4.2	Architectural and Historical Building Inventory.....	28
4.2.1	James Street North Panorama.....	30
4.3	Building Conditions	35
4.3.1	Ranking Methodology.....	35
4.3.2	Ranking Criteria	35
4.3.3	Field Survey Data Sheets.....	37
4.3.4	Building Condition Analysis	39
4.3.5	Summary.....	42
5.	PLANNING POLICIES/CONTROLS.....	47
5.1	Introduction.....	48
5.2	Official Plan	48
5.2.1	Architectural Resources Policy.....	48
5.2.2	Central Policy Area.....	49
5.2.3	General Policies	51
5.2.4	Circulation and Movement.....	52
I	Roads.....	52
II	Pedestrian Movement.....	52
III	Parking.....	52
IV	Public Transit	66a
5.2.5	Land Acquisition.....	66a
5.2.6	Funding	66a

	Page
5.3 Central Area Plan.....	52
5.3.1 Commercial Policies.....	53
5.3.2 Residential Policies.....	53
5.3.3 Tourism.....	54
5.3.4 Movement.....	54
5.3.5 +15.....	57
5.4 Neighbourhood Plans.....	57
5.4.1 Beasley.....	57
5.4.2 Central.....	60
5.5 Zoning.....	61
5.5.1 "H" District (Commercial).....	61
5.5.2 "I" District (C.B.D.).....	63
5.6 Rezoning Since 1975.....	63
5.7 "+15".....	64
5.8 Site Plan Control.....	66
5.9 Current Proposals.....	66
5.10 Convert-to-rent Program.....	66
6. LAND USES, CHARACTERISTICS AND TRENDS.....	67
6.1 Introduction.....	68
6.1.1 Land Use Characteristics and Trends Fact Sheet.....	69
6.2 Commercial Land Use Inventory.....	72
6.2.1 Commercial Uses and Square Footage.....	73
I James Street North District.....	73
II Downtown Character Area.....	74
III Ethnic Character Area.....	76
6.2.2 Commercial Vacancies.....	77
I James Street North District.....	77
II Downtown Character Area.....	77
III Ethnic Character Area.....	79
6.2.3 Turnovers, Turnover Rates and Changes in Use.....	79
I James Street North District.....	79
II Downtown Character Area.....	80
III Ethnic Character Area.....	82
6.2.4 Merchant Ethnicity and Business Language.....	83
I James Street North District.....	83
II Downtown Character Area.....	83
III Ethnic Character Area.....	84
6.2.5 Owner/Tenant Commercial Occupants.....	84
I James Street North District.....	84
II Downtown Character Area.....	85
III Ethnic Character Area.....	85
6.2.6 Business Association Memberships.....	87
I James Street North District.....	87
II Downtown Character Area.....	87
III Ethnic Character Area.....	87
6.2.7 Number of Full-time Employees.....	87
I James Street North District.....	87
II Downtown Character Area.....	87
III Ethnic Character Area.....	88
6.2.8 Commercial Land Use Trends/Summary.....	88
I Commercial Uses and Square Footage.....	88
II Vacancies.....	89
III Turnovers.....	89
IV Merchant Ethnicity, Business Language and Business Association Memberships.....	89
V Number of Employees.....	89

	Page
6.3 RESIDENTIAL LAND USE INVENTORY.....	91
6.3.1 James Street North District.....	91
I Vacancies and Vacancy Rates.....	92
II Turnovers.....	92
III Occupant Characteristics.....	94
IV Number of Residents.....	94
6.3.2 Downtown Character Area.....	94
I Vacancies and Vacancy Rates.....	96
II Turnovers.....	96
III Occupant Characteristics.....	97
IV Number of Residents.....	97
6.3.3 Ethnic Character Area.....	97
I Vacancies and Vacancy Rates.....	98
II Turnovers.....	98
III Occupant Characteristics.....	99
IV Number of Residents.....	99
6.3.4 Residential Land Use Trends (Character Area Comparison).....	99
I Number and location of residential units....	99
II Vacancies and Vacancy Rates.....	100
III Turnovers.....	100
IV Occupant Characteristics.....	100
V Number of Residents per Household.....	100
6.4 INSTITUTIONAL LAND USE INVENTORY.....	101
6.4.1 Nature of Institutional Uses.....	101
I James Street Armouries.....	101
II Christ's Church Cathedral.....	101
6.4.2 Commercial/Institutional Land Uses.....	102
6.5 OTHER USES.....	102
6.5.1 Parking.....	102
6.5.2 Parkettes.....	102
6.5.3 Conflicting Uses.....	102
6.6 OWNERSHIP, OWNERSHIP CHARACTERISTICS AND OWNERSHIP TURNOVERS	103
6.6.1 James Street North District.....	103
I Owner Characteristics.....	104
II Ownership Turnovers.....	107
6.6.2 Downtown Character Area.....	107
I Owner Characteristics.....	108
II Ownership Turnovers.....	109
6.6.3 Ethnic Character Area.....	110
I Owner Characteristics.....	110
II Ownership Turnovers.....	111
6.6.4 Trends in Ownership Characteristics and Ownership Turnovers.....	113
I Turnovers.....	114
7. CIRCULATION SYSTEMS.....	115
7.1 Introduction.....	116

	Page
7.2 Restrictions.....	116
7.2.1 Traffic Controls.....	116
7.2.2 Traffic System.....	116
7.2.3 Collision Reduction Measures.....	116
7.2.4 Parking and Loading.....	117
7.2.5 Road Allowance Widths.....	120
7.2.6 Sidewalk Widths.....	121
7.3 Vehicular and Pedestrian Volumes.....	121
7.3.1 Traffic Counts.....	121
7.3.2 Pedestrian Counts.....	121
7.4 Future Traffic Considerations.....	125
7.4.1 Perimeter Industrial Road.....	125
7.5 Public Transit.....	132
7.5.1 Local Bus Service.....	132
I Time Intervals.....	132
II Bus Volumes.....	132
7.5.2 Inter-urban Bus Service.....	133
7.5.3 GO-ALRT.....	133
I Impact.....	133
8. URBAN DESIGN, STREETSCAPE AND ENVIRONMENT.....	137
8.1 Introduction.....	138
8.2 Urban Design Analysis.....	138
8.2.1 Positive Design Features.....	139
8.2.2 Negative Design Features.....	141
8.3 Streetscape and Streetscape Elements.....	145
8.3.1 Basic Streetscape.....	145
I Roads.....	145
II Curbs.....	147
III Sidewalks.....	148
8.3.2 Streetscape Elements.....	149
I Light Standards.....	149
II Signs.....	151
a) Store Signs.....	151
b) Traffic Signs.....	151
III Street Furniture.....	152
a) Sidewalk Benches.....	152
b) Waste Receptacles.....	153
c) News Stands.....	153
d) Mail Boxes.....	153
IV Landscaping.....	155
V Fences and Walls.....	156
a) Fences.....	156
b) Walls.....	158
VI Sidewalk Sheltering.....	163
VII Wirescape.....	163
8.4 Environmental Quality.....	164
9. QUESTIONNAIRE ANALYSIS.....	166
9.1 Introduction.....	167
9.2 Commercial Questionnaire Analysis.....	167
9.3 Residential Questionnaire Analysis.....	180
9.4 Sample Questionnaires.....	187
APPENDIX 1 SUMMARIES FOR APPENDIX DOCUMENTS ...	196
APPENDIX 2 TABLE OF CONTENTS FOR APPENDIX DOCUMENTS ...	198

LIST OF MAPS

Map No.	TITLE	Page
1	James North Heritage District Study Area.....	4
2	Character Areas and Interactions.....	8
3	Major Central Area Proposals/Developments.....	11
4	City of Hamilton: 1858.....	16
5	1907 Landmarks.....	20
6	1984 Landmarks.....	21
7	Civic Square Redevelopment Area.....	23
8	Building Construction Dates.....	34
9	Building Conditions.....	43
10	Facade Alterations.....	44
11	Visual Contribution to Historical Character.....	45
12	Central Area Movement Strategy 2001.....	55
13	Central Area Land Use Strategy 2001.....	56
14	Beasley Neighbourhood Approved Land Use Plan.....	58
15	Central Neighbourhood Approved Land Use Plan.....	59
16	Existing Zoning.....	62
17	+15 Conceptual Plan.....	65
18	Generalized Land Use.....	70
19	Ground Floor Commercial Uses (Series Codes).....	75
20	Upper Floor Commercial Uses.....	78
21	Ground Floor Commercial Turnovers.....	81
22	Ground Floor Commercial Owner/Tenant Occupancy.....	86
23	Block Number References.....	93
24	Residential Land Use Inventory.....	95
25	Block Number References.....	105
26	Property Ownership Characteristics.....	112
27	Traffic Systems.....	118
28	Parking and Loading.....	119
29	Central Area Suggested Movement Strategy.....	131
30	H.S.R. Bus Service.....	134
31	Inter-Urban Transit System.....	135
32	Urban Design Analysis.....	144
33	Existing Streetscape Elements.....	157
34	Commercial Questionnaire Respondents and H.C.D. Responses...	179
35	Residential Questionnaire Respondents.....	188

LIST OF TABLES

SECTION 4		Page
.1	Building Condition Scores Matrixed With Historical Character Scores.....	39
.2	Building Condition Scores Matrixed With Facade Alteration Scores.....	41
.3	Facade Alteration Scores Matrixed With Historical Character Scores.....	41
.4	Summary Matrix	42
SECTION 6		
.1	James North District: Commercial Uses and Square Footage.....	73
.2	Downtown Character Area: Commercial Uses and Square Footage.....	74
.3	Ethnic Character Area: Commercial Uses and Square Footage.....	76
.4	James North District: Vacancies and Vacancy Rates.....	77
.5	Downtown Character Area: Vacancies and Vacancy Rates.....	77
.6	Ethnic Character Area: Vacancies and Vacancy Rates.....	79
.7	James North District: Turnovers and Changes in Use.....	79
.8	James North District: Percentage Breakdown and Turnovers 1981-1984 and 1979-1981.....	80
.9	Downtown Character Area: Turnover and Changes in Use.....	80
.10	Downtown Character Area: Percentage Breakdown and Turnovers 1981-1984 and 1979-1981.....	82
.11	Ethnic Character Area: Turnover and Changes in Use.....	82
.12	Ethnic Character Area: Percentage Breakdown and Turnovers 1981-1984 and 1979-1981.....	83
.13	James North District: Merchant Ethnicity/Business Language.....	83
.14	Downtown Character Area: Merchant Ethnicity/Business Language.....	84

	Page
.15 Ethnic Character Area: Merchant Ethnicity/Business Language.....	84
.16 James North District: Commercial Occupant Characteristics.....	85
.17 Downtown Character Area: Commercial Occupant Characteristics.....	85
.18 Ethnic Character Area: Commercial Occupant Characteristics.....	85
.19 Business Association Memberships.....	87
.20 James North District: Number of Full-time Employees.....	88
.21 James North District: Residential Inventory Base Data by Block.....	92
.22 James North District: Vacancies and Vacancy Rates 1981-1984.....	92
.23 James North District: Turnovers and Turnover Characteristics.....	94
.24 James North District: 1984 Occupant Characteristics.....	94
.25 Downtown Character Area: Residential Inventory Base Data by Block.....	96
.26 Downtown Character Area: Vacancies and Vacancy Rates 1981-1984.....	96
.27 Downtown Character Area: Turnovers and Turnover Characteristics.....	97
.28 Downtown Character Area: 1984 Occupant Characteristics.....	97
.29 Ethnic Character Area: Residential Inventory Base Data by Block.....	98
.30 Ethnic Character Area: Vacancies and Vacancy Rates 1981-1984.....	98
.31 Ethnic Character Area: Turnovers and Turnover Characteristics.....	99
.32 Ethnic Character Area: 1984 Occupant Characteristics.....	99
.33 James North District: 1984 Property Ownership Characteristics Base Data Summary.....	104
.34 James North District: Owner Characteristic Breakdown.....	106

	Page
.35 James North District: Owner Characteristics.....	106
.36 James North District: Breakdown of Ownership Turnovers by Ownership Characteristics.....	107
.37 Downtown Character Area: 1984 Property Ownership Characteristics - Base Data Summary.....	108
.38 Downtown Character Area: Owner Characteristic Breakdown.....	109
.39 Downtown Character Area: Owner Characteristics.....	109
.40 Downtown Character Area: Breakdown of Ownership Turnovers by Ownership Characteristics.....	109
.41 Ethnic Character Area: 1984 Property Ownership Characteristic - Base Data Summary.....	110
.42 Ethnic Character Area: Owner Characteristic Breakdown	111
.43 Ethnic Character Area: Owner Characteristics.....	111
.44 Ethnic Character Area: Breakdown of Ownership Turnovers by Ownership Characteristics.....	113

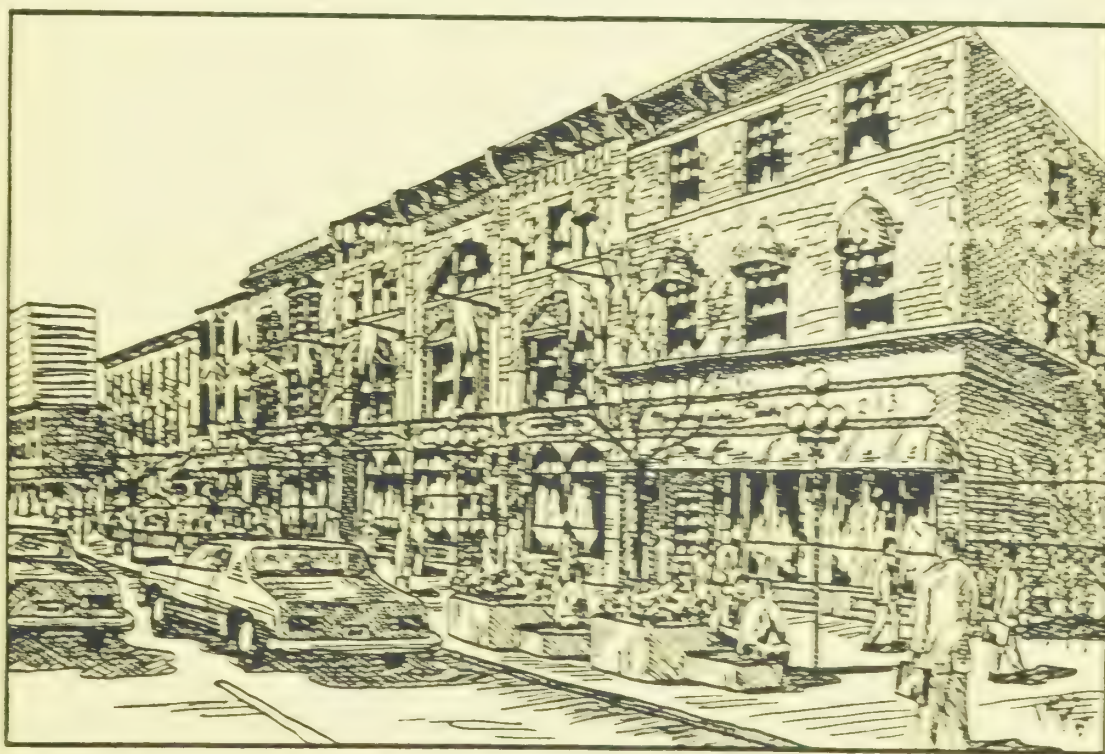
LIST OF FIGURES

SECTION 7

	Page
.1 24-Hour Traffic Volume: 1974-1983 (Barton and James).....	122
.2 24-Hour Traffic Volume: 1974-1984 (Cannon and James).....	123
.3 24-Hour Traffic Volume: 1974-1983 (King and James).....	124
.4 7-Hour Pedestrian Volume: Barton and James.....	126
.5 7-Hour Pedestrian Volume: Cannon and James.....	127
.6 7-Hour Pedestrian Volume: Wilson/York and James.....	128
.7 7-Hour Pedestrian Volume: Rebecca and James.....	129
.8 7-Hour Pedestrian Volume: King and James.....	130

SECTION 1

Introduction



James Street North, between King Street and Barton Street, is one of the two remaining original commercial areas in downtown Hamilton.

The area is both architecturally and historically significant to the image of the downtown, the City and the Region. Architecturally, some fine examples of period architecture dating back to the mid-1800's are located along James Street North. The Lister Block, the Tivoli Theatre, and the distinctive upper facades of the turn of the century 3-4 storey commercial row structures which line James Street North, exemplify early architectural styles. Also, notable downtown Hamilton architectural landmarks such as the Armouries and Christ's Church Cathedral, are located within the district as reminders of the City's heritage.

Historically, during the Victorian Era, the James Street North district served as the City's civic centre in addition to functioning as the major north-south downtown retail street. City Hall, the Post Office, Opera House, Masonic Temple, and major retail and entertainment establishments were all located in the area.

Now, though the nature of retailing has changed and the civic centre functions have been relocated, many of the original structures remain. Consequently, the City has been left with a very significant heritage resource. Collectively, James Street North is a living reflection of the City's early years.

Because of its heritage landmarks, historical functions, conservation potential and high visibility, Hamilton City Council in 1983, passed a by-law of intent to designate James Street North, between King Street and Barton Street as a Heritage Conservation District (H.C.D.) pursuant to Section V of the Ontario Heritage Act, R.S.O. 1974. This by-law of intent served as the mandate for the Hamilton-Wentworth Planning and Development Department, to undertake a study of the district and prepare a detailed plan to preserve and enhance the character of the district.

1.1 PURPOSE OF BACKGROUND STUDY

The James North Heritage District background study is a detailed and comprehensive documentation of background information on the following issues and areas of concern:

- present contextual situation of the James North District within the central area
- historical development of the James North District
- detailed inventory of buildings to determine their architectural and historical significance
- examination of building conditions to determine building improvements required
- detailed land use inventory and analysis to identify land use characteristics and trends
- present planning policies/controls which directly and indirectly affect the James North District

- examination of existing and proposed circulation systems (vehicular and pedestrian), parking and transit systems
- analysis of existing urban design conditions and present streetscape elements
- environmental quality

Both commercial and residential questionnaire surveys and an information package were given to business people, residents and property owners to solicit support for the study, obtain initial feedback, and solicit potential advisory committee members. The results of the questionnaire survey have been documented within the background report.

The background study has been prepared to serve as the foundation for the H.C.D. Plan. This Plan will detail policies to preserve and enhance the heritage character and architectural resources of the James North District. The Plan will also address additional policies and actions which support the overall goal of preserving the district's historical character, through measures such as streetscape improvements and design guidelines for redevelopment.

1.2. STUDY AREA

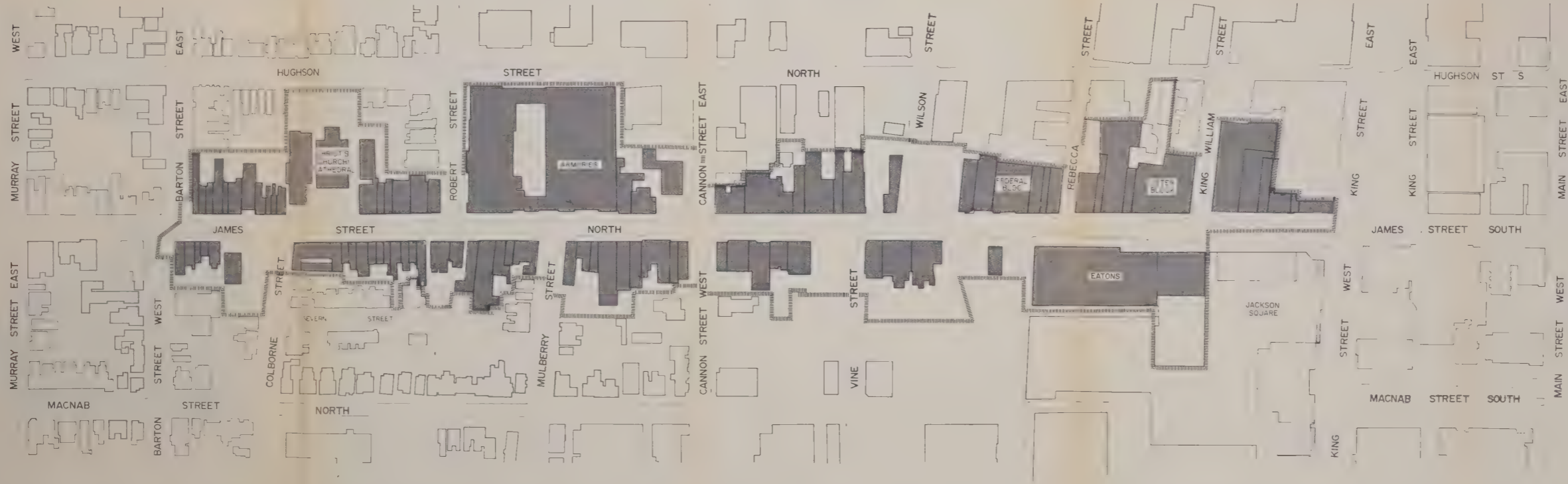
The study area is shown on Map 1. It consists of James Street North between King Street and Barton Street, and includes all the buildings and properties fronting onto James Street (omitting Jackson Square south of Eatons).

1.3 SCHEUDLE

The James Street North Heritage Study consists of three phases. The first phase is comprised of the background study, preparation of the background report, questionnaire surveys, soliciting potential advisory committee members, and commissioning a consultant to undertake Phase II. This phase spans four months from May to August, 1984 inclusive.

Phase Two will comprise the formulation of an advisory committee, committee meetings beginning in late September or early October 1984, the preparation of a draft H.C.D. Plan for presentation to the public, Council and the Ministry of Citizenship and Culture and presentation of the final H.C.D. Plan to Council and the Ministry for approval. Phase Two will be completed in 1985.

Phase Three, the final phase, consists of three components: designation of the James North District as a Heritage Conservation District by City Council; obtaining funds to undertake improvements towards revitalizing the district; and implementation of the objectives and policies of the H.C.D. Plan. The completion of this Phase is largely dependent on the availability of funds and could last for a period of 5-10 years.



LEGEND

- STUDY AREA BOUNDARY
- STUDY AREA BUILDINGS

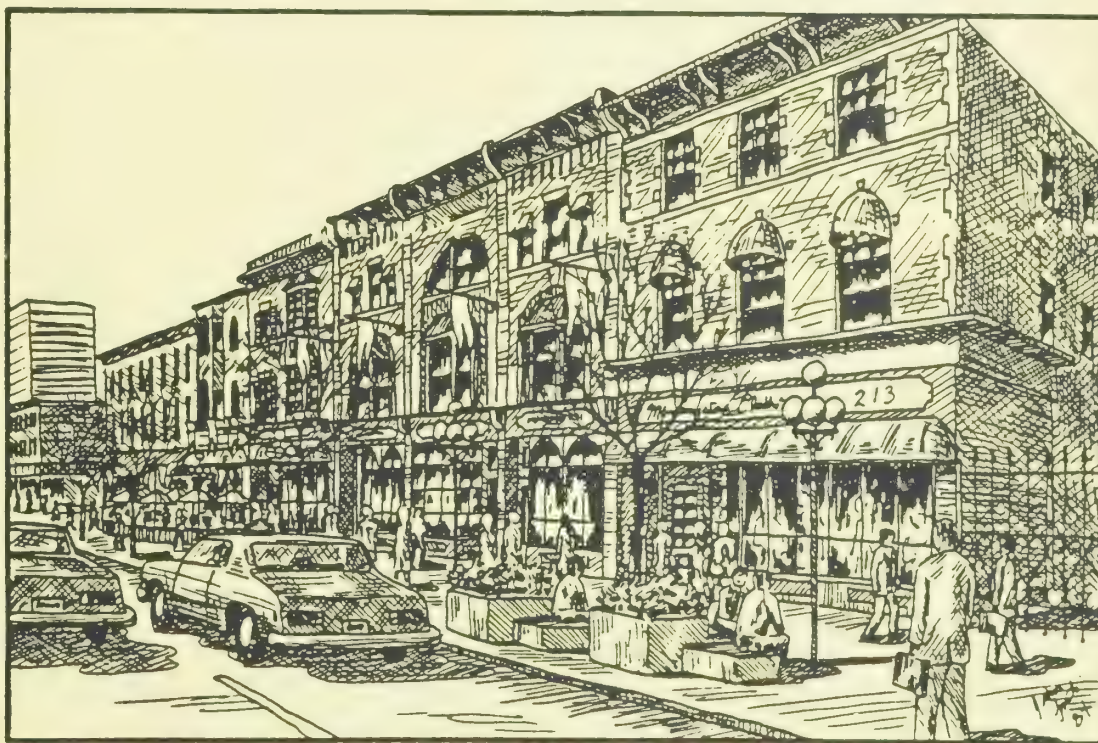
CITY OF HAMILTON
 JAMES NORTH
 HERITAGE DISTRICT
 STUDY AREA



MAP No. 1

SECTION 2

Context Analysis



2.1 INTRODUCTION

Historically, the James Street North district was located strategically within the downtown and central area. During this time, the district was the major north-south retail street in Hamilton linking the north end residential neighbourhoods with the residential areas at the base of the escarpment. Over the years, the James Street North district lost its prominence and vitality primarily as a result of the district's aging, the changing characteristics of the surrounding area, and the emphasis on suburban development and growth in the mid-1900's.

Today, even though the district has declined in prominence and the character of the surrounding areas have changed, the district still occupies a strategic location which can be exploited to enhance and bring a renewed vitality to the area.

2.2 CHARACTER AREA CHARACTERISTICS AND POTENTIAL

Some of the character areas within the central area are, or have been, well developed and have, or will, contribute significantly to the overall environment. Others, however, because of neglect, detract from the ambience of the central area with the net effect of disjointing the character. The character areas which have a direct impact on James Street North are directly adjacent to both James Street North and the core commercial areas. Map 2 delineates the central area's character areas and linkages. Characteristics having a direct impact are analyzed and the potential for the character areas to contribute to, and enhance the James Street North district are conceptually outlined.



GORE COMMERCIAL DISTRICT

2.2.1 CHARACTER AREA CHARACTERISTICS

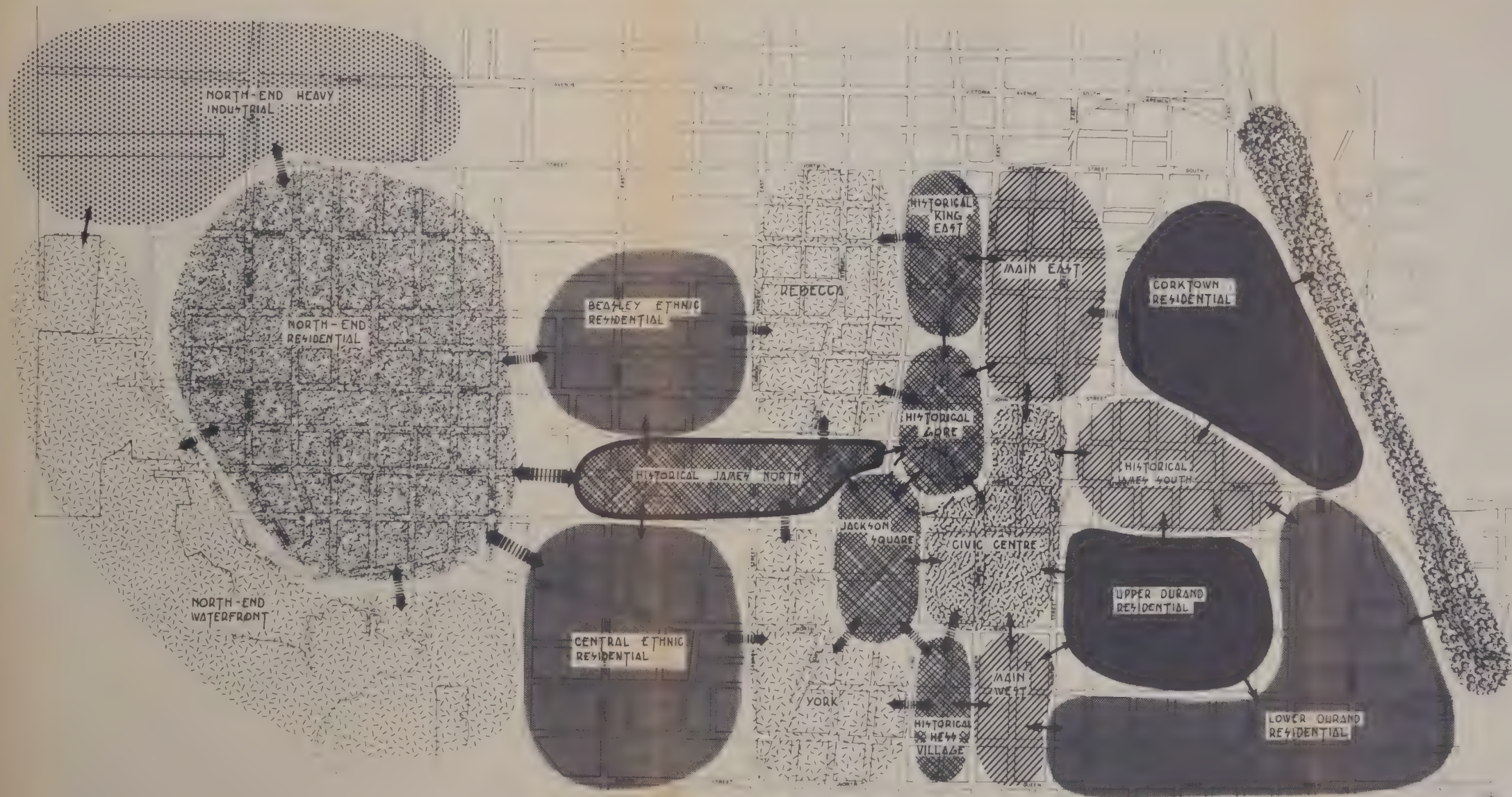
The James Street North district radiates from the core of the downtown area towards the north end waterfront. At the south end, the James Street North district abuts Jackson Square (a downtown redevelopment complex which serves as the major downtown focal point), and the historical Gore core commercial district which surrounds Gore Park, one of the most unique examples of urban open spaces in Canada. The southern central section of the James Street North district abuts the York commercial mixed use area on the west and the Rebecca commercial mixed use area on the east. Both these mixed use areas are transition areas between the core commercial district and residential areas to the north. They are urban wastelands with vast expanses of surface parking and intermittent commercial and residential uses. These areas essentially act as barriers rather than transition areas.



YORK MIXED USE DISTRICT



REBECCA MIXED USE DISTRICT



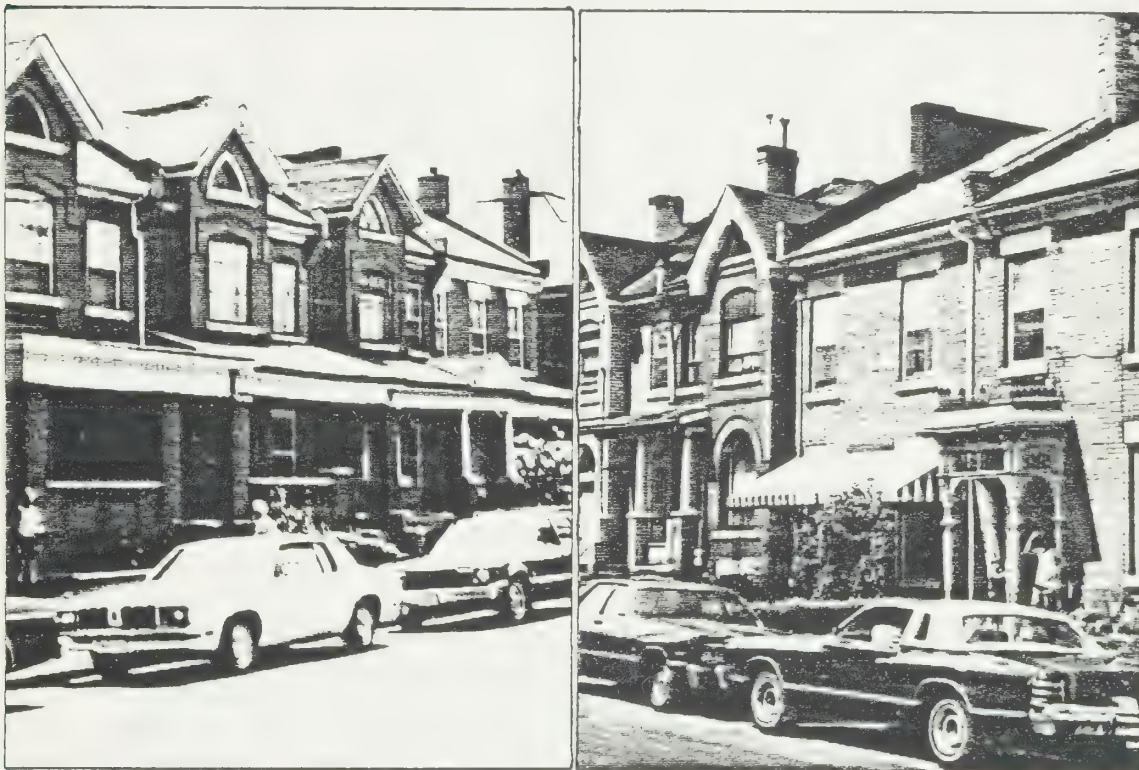
LEGEND

-  CORE COMMERCIAL
-  INSTITUTIONAL
-  COMMERCIAL MIXED-USE
-  HIGH DENSITY RESIDENTIAL
-  LOW-MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  INDUSTRIAL
-  PARKS
-  UNDERUTILIZED LAND
-  STRONG INTERACTION
-  WEAK INTERACTION
-  CENTRAL AREA FOCUS
-  JAMES NORTH HERITAGE DISTRICT

SOURCE: PLANNING AND DEVELOPMENT DEPARTMENT
HAMILTON - WENTWORTH REGION
FIELD SURVEY, 1984

CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT CHARACTER AREAS AND INTERACTIONS

The northern sector of the James Street North district is bounded on the east and west by low-medium density ethnic neighbourhoods which are comprised primarily of Portuguese and Italian Hamiltonians. The housing stock of these two neighbourhoods is generally older, single-family detached, semi-detached and row housing. The two ethnic neighbourhoods have been responsible for creating the ethnic character presently associated with the northern sector of the James Street North district. James Street, north of the C.N.R. tracks, leads into the low density north end neighbourhood which is one of Hamilton's oldest residential areas. The north and west sides of this neighbourhood are abutted by the north end waterfront area, which can be classified as a vastly underutilized prime waterfront district for the city and region. The Hamilton-Wentworth Planning and Development Department is currently preparing a plan to develop the north end waterfront as a major recreation area. This development could benefit the James Street North district which would then be located between two major regional focal points and activity centers - Jackson Square and the downtown core to the south, and the redeveloped waterfront to the north.



WEST AND EAST ETHNIC NEIGHBOURHOODS

2.2.2 CHARACTER AREA POTENTIAL

Presently, most of the character areas surrounding the James Street North district do not complement the district to their fullest potential. To truly realize the full revitalization potential for James Street North, surrounding areas must also be enhanced, and interactions must be strong and stimulating.

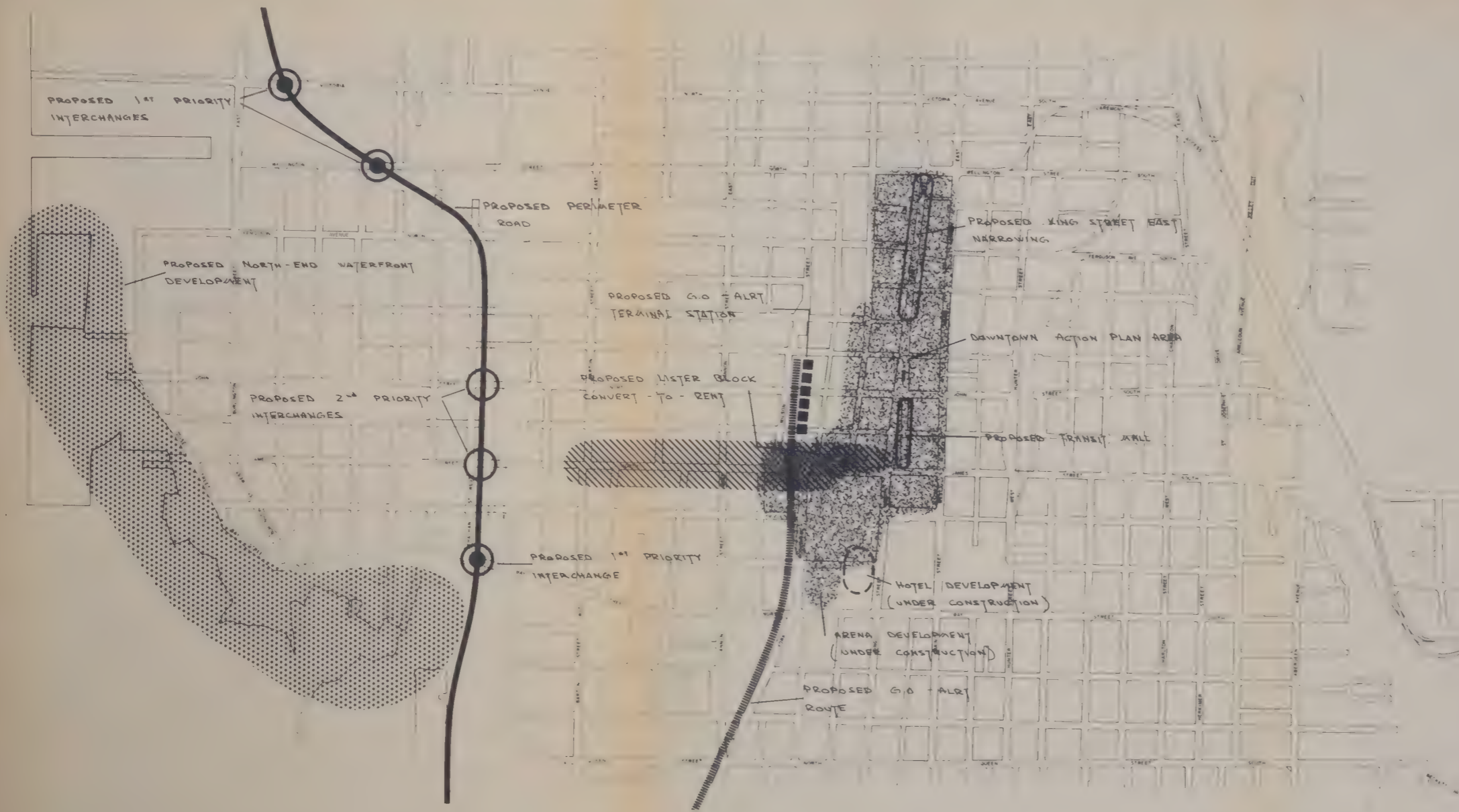
The Central Area Plan has outlined general policies and a land use strategy for the year 2001 as steps towards realizing the potential for the entire central area. However, to encourage and initiate the development of the character areas surrounding the James North district in a manner which would enhance and strengthen these areas and their degree of interaction with each other and the James North district, more concrete measures in the form of detailed policies, action plans and guidelines, that comply with the objectives of the central area plan, should be developed at some future date. These actions would ensure that the potential for these character areas are realized which in turn would ensure that the full revitalization potential for the James North district is realized.







2.3 SURROUNDING DEVELOPMENTS AND THEIR IMPACTS

In addition to character areas in the Central Area which define the context of the James Street North district, several major central area developments, development proposals and planning programs will have an effect on the study area (Map 3).

These are:

- proposed Perimeter Road (dealt with in Section 7.4).
Impact: The proposed Perimeter Road would complement the development of a major activity centre at the north end of the James Street North district. It is detrimental because it would aggravate the segregation of the north end.
- proposed GO-ALRT route along York Boulevard (has been dealt with in Section 7.5).
Impact: It will be detrimental to the James Street North district because it would aggravate the pedestrian barrier already existing at York and James, and requires the removal of some unique buildings. It is beneficial to strengthening the major downtown focus already established by Jackson Square.
- new arena presently under construction at Bay and York.
Impact: It would be beneficial to the James Street North district and to the strengthening of the Jackson Square focal point. It may be detrimental to the York commercial mixed use area because it requires a substantial amount of parking. This in turn, is also detrimental to the James Street North district.
- new Hamilton Sheraton Hotel under construction.
Impact: It would be beneficial to both strengthening the Jackson Square focus and to bringing tourist dollars into the James Street North district.
- proposed northend waterfront redevelopment as a major waterfront recreational area for the City and Region
Impact: This would be beneficial to the northend and the James North District
- major streetscape improvements presently underway as the major component of the downtown action plan



- LEGEND**
-  PERIMETER ROAD & INTERCHANGES
 -  G.O. ALRT ROUTE & STATION
 -  MAJOR PUBLIC DEVELOPMENT PROJECTS
 -  PROPOSED NORTH-END WATERFRONT PARK DEVELOPMENT
 -  MAJOR PRIVATE DEVELOPMENT PROJECTS
 -  JAMES NORTH HERITAGE DISTRICT

SOURCE: PLANNING AND DEVELOPMENT DEPARTMENT
HAMILTON-WENTWORTH REGION

CITY OF HAMILTON
**JAMES NORTH
HERITAGE DISTRICT**
MAJOR CENTRAL AREA
PROPOSALS/DEVELOPMENTS

Impact: By upgrading the pedestrian environment more people would be drawn into the core commercial district and the James North District (which is partly included in the downtown action plan boundary). Is also beneficial to the James North revitalization because funds have already been allocated for streetscape improvements along James Street North between King Street and Vine Street.

- proposed King Street narrowing

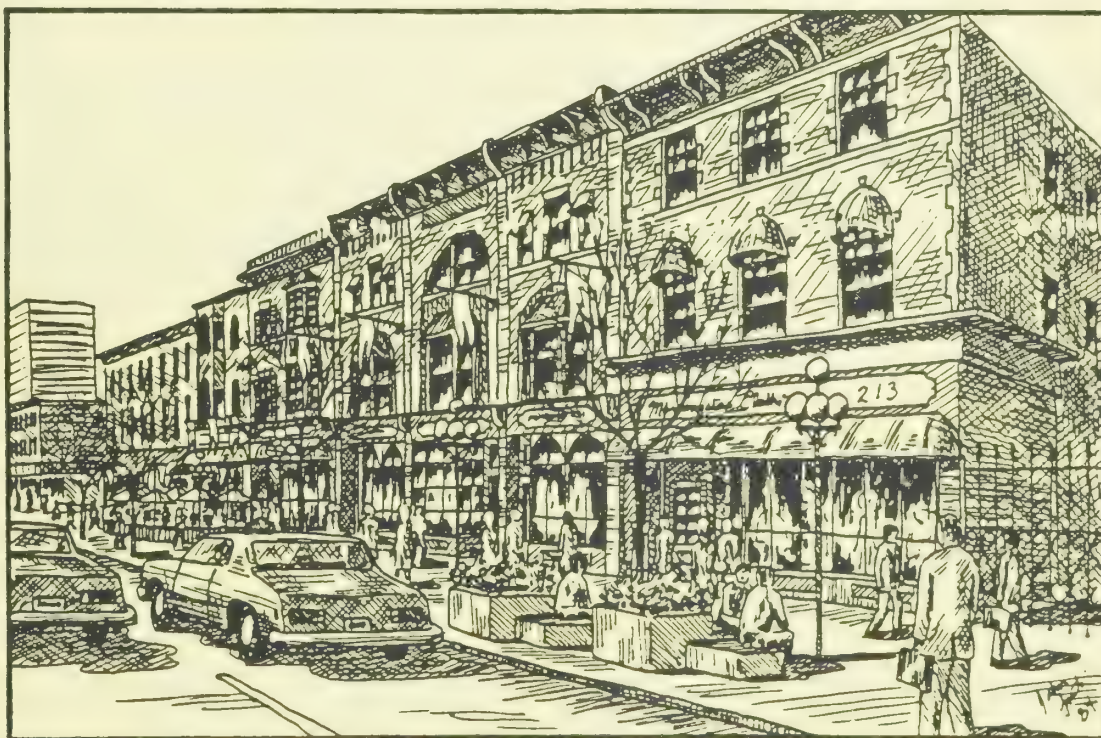
Impact: This could be detrimental to the James North District by forcing traffic onto Cannon. This would aggravate pedestrian vehicular conflicts at the James/Cannon intersection.

- the King Street transit mall being constructed adjacent to gore park

Impact: Beneficial to strengthening the downtown focus at the King and James intersection and is beneficial to the James North District by contributing to the creation of a diverse environment. This could complement the James North revitalization.

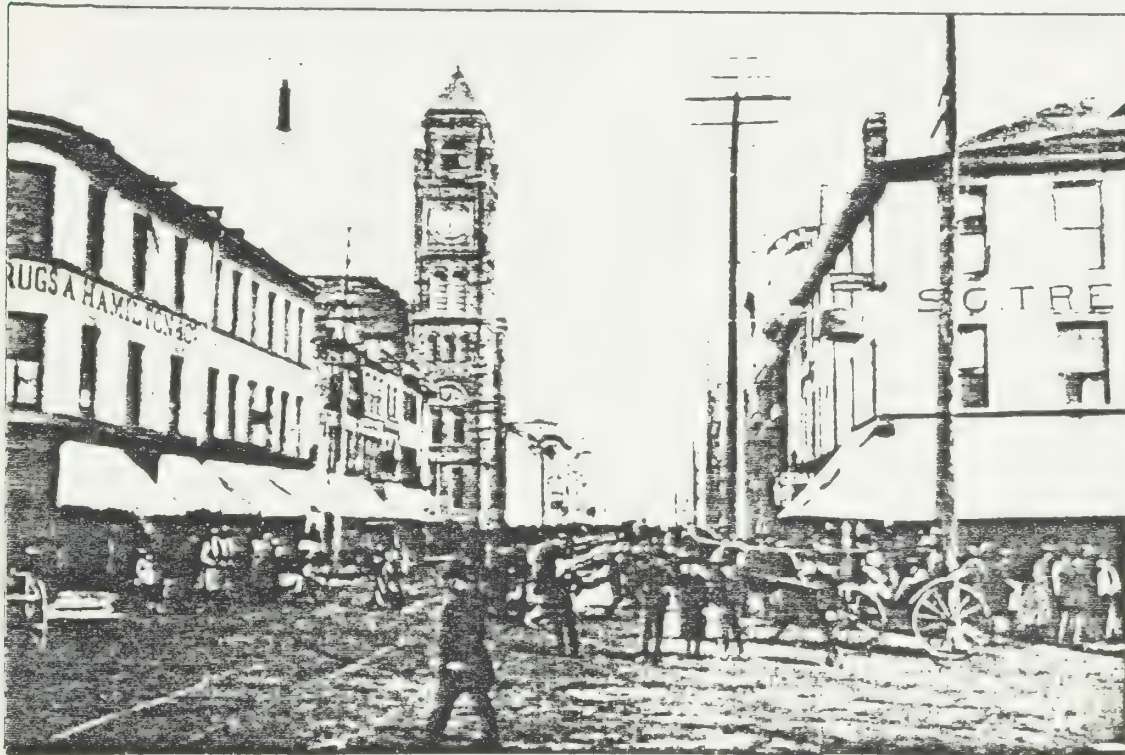
SECTION 3

History of the Area



3.1 INTRODUCTION

James Street North and King Street East represent the two remaining commercial districts of the City of Hamilton. Over the years, with the growing concern of heritage preservation and the loss of numerous historic buildings, the focus has been placed on James North as a historically and architecturally significant district. The following provides a brief history of the development and growth of James Street North, a summary of the historic events associated with the district, and a brief outline of remaining key historical buildings to better illustrate the importance of this potential Heritage Conservation District to the downtown, City and Region.



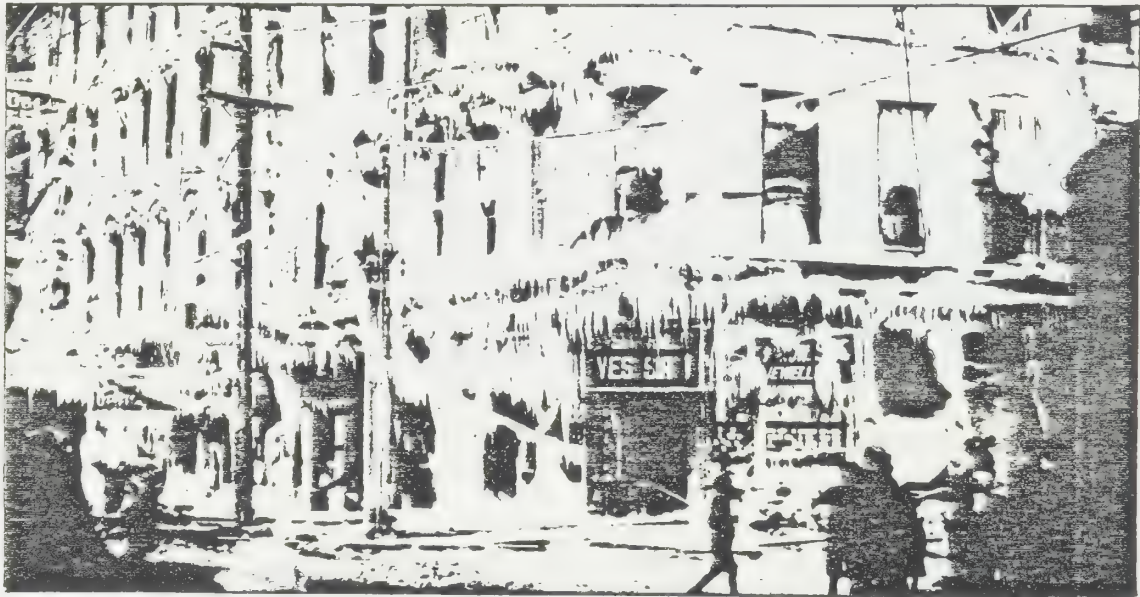
MID 1800'S VIEW OF JAMES STREET NORTH FROM KING STREET

3.1.1 HISTORIC FACTS

Not only the buildings along James North are of historic value; the progressive events associated with the James North District as Hamilton developed and grew, magnify the historical significance of the street. Certain facts about James North have been briefly highlighted below:

- 1835 James Street opened to Mountain, establishing the street as Hamilton's new business and mercantile center.
- 1837 Andrew Miller gave to the community a triangular stip of land at York and James to be used as a market place promoting the growth and prosperity of Hamilton.
- 1839 Hamilton's first city council meeting held in Market Hall - from this time forward known as City Hall.

- 1860 James Street served as the official parade route for the momentous visit of the Prince of Wales.
- 1870 Hamilton Street Railway Company formed (H.S.R.) and Hamilton's first boxy, awkward-looking, open-ended streetcars made their appearance on James and King Streets.
- 1873 Brick tower added to City Hall.
- 1874 James Street, from Main to Stuart, was aid with cedar blocks to replace muddy streets.
- 1884 Old City Hall, built in 1839, torn down and second building (completed in 1899) constructed to take its place.
- 1916 Great military parade with over 8000 soldiers going off to war.
- 1923 Lister Building burnt down - one of Hamilton's first, large, multi-storey office and commercial building.
- 1972 Jackson Square opened its doors to first customers.



LISTER BLOCK FIRE

3.2 DEVELOPMENT AND GROWTH

3.2.1 THE 1800s

In the early 1800s, James Street was named - after the son of George Hamilton, one of the City's early settlers. James Street was situated on the farmland that Hamilton had purchased when he first arrived in 1813. Originally, John Street (situated east of James) represented the main commercial district of the community, while James functioned as the Lake Road between King Street and the Steamboat Wharf.

MAP
of the City of
HAMILTON

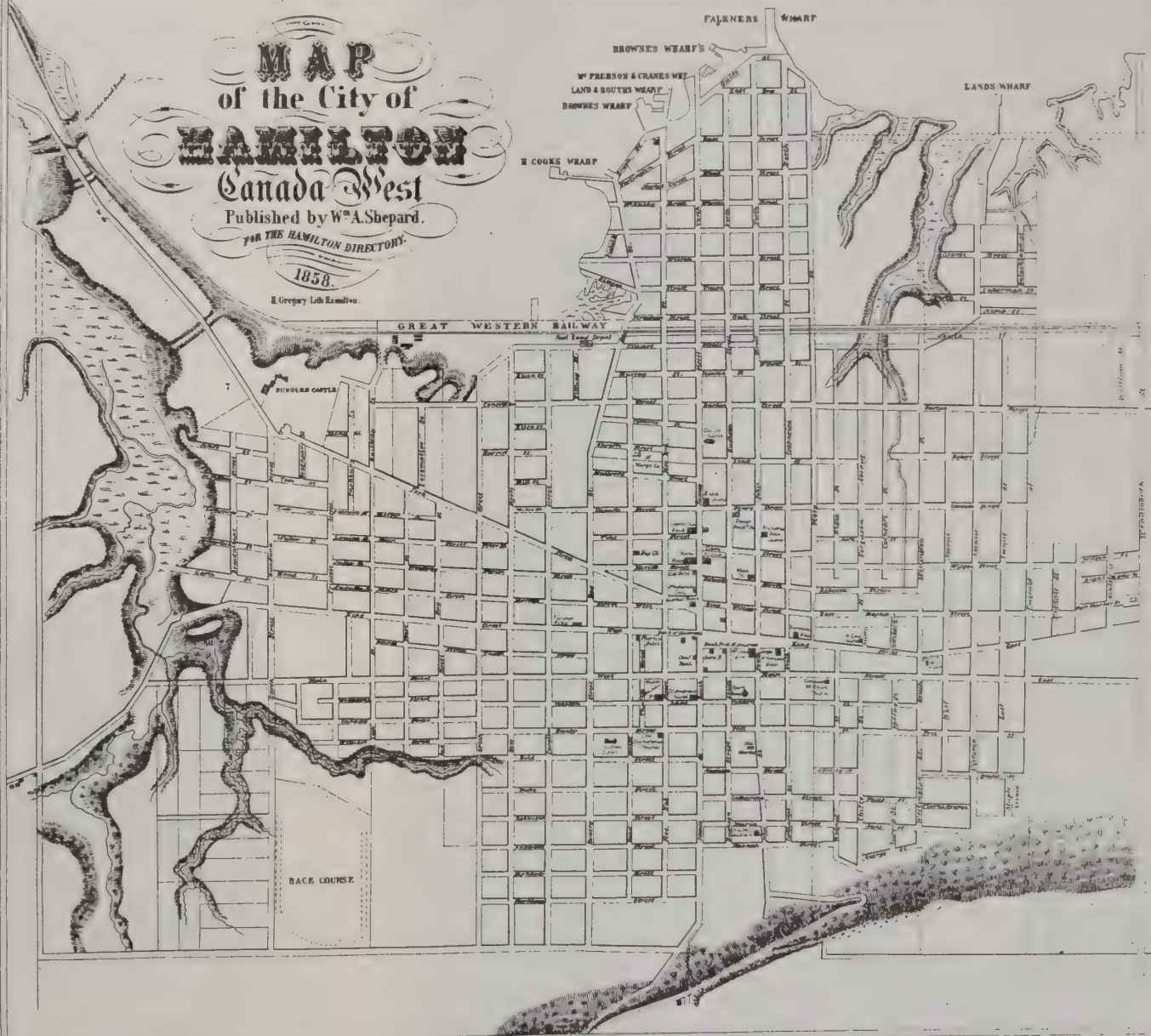
Canada West

Published by W^o A. Shepard.

FOR THE HAMILTON DIRECTORY.

1858.

H. Gregory Lith. Hamilton.



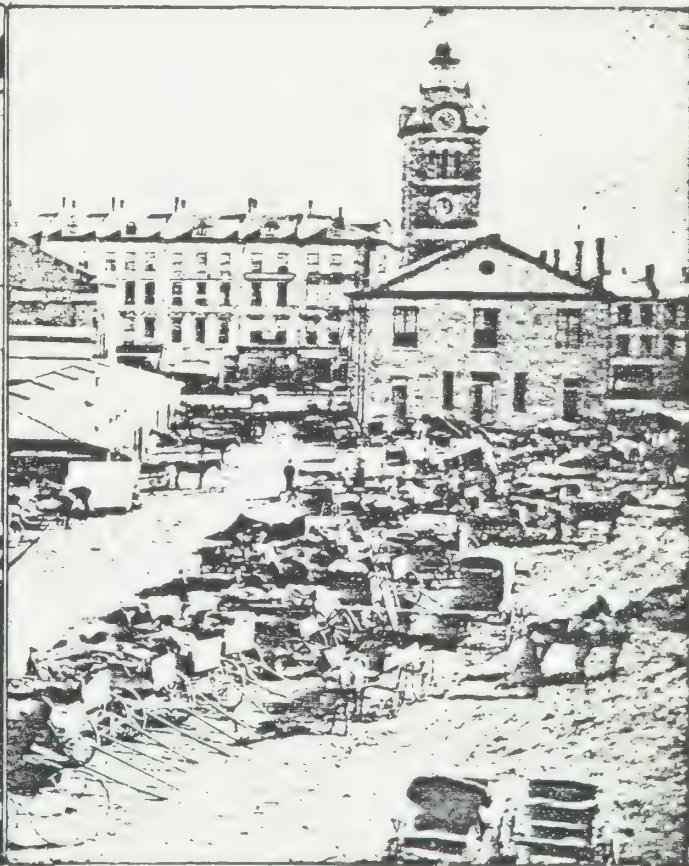
In 1836, a road allowance was purchased from Robert J. Hamilton permitting the opening of James Street to the mountain brow ("the conquest of the Mountain"), and providing a direct link with Caledonia, Ancaster and Brant's Ford. This established James Street as Hamilton's new business and mercantile center, and marked a year that James Street merchants would long remember.

"To emphasize its future effect on rival John Street they [merchants] hired a farmer to sow John Street with grass seed. Commencing at King Street the yeomen progressed southward, scattering seed with a lavish hand, and before the John Street merchants could rally, had reached the new court house. There, however, a barrage of rotten eggs ended his demonstration."¹

As roads leading to Hamilton gradually improved and more farmers had access to the City, dissatisfaction increased with the John Street market. In 1837, Andrew Miller gave the community a triangular strip of land at York and James Street to be used as a new market place. By 1839, the first market stalls were sold at the James Street market. The construction and management of the market building (Market Hall) constituted Hamilton's largest municipal undertaking of the time. The market place served various other functions as well. For example, on Saturdays, it became a place of entertainment featuring travelling showpeople, medicine men, vaudeville artists with trained dogs and bears, and teeth-pulling dentists.



FIRST CITY HALL



FIRST CITY HALL WITH BRICK TOWER

On March 15, 1847, City Council held its first council meeting in the Market Hall - from this time forward known as City Hall. During the ten years following the incorporation of the City in 1846, the population jumped from 6,832 to 27,500 persons, an increase of over 400%. So rapid was the growth that the year 1852 saw a feverish building boom. Many merchants and storekeepers in this progressive era were thoroughly renovating their premises, adding new fronts, enlarging the buildings and improving the interiors. Following the building boom, Hamilton sewers became a reality in 1855 - a year after the cholera epidemic. James and Catherine Street sewers constituted the main lines, with branch lines on John, King and Barton Streets.

The mid-nineteenth century saw James North as the civic core of the City. The majority of the buildings between King and Cannon were constructed at this time. Located along James North were such buildings as City Hall, the Post Office*, Grand Opera House**, and Masonic Hall***. James North also functioned as a major link to the railway and wharves in the North End (Map 4).

With the steady expansion of the City, transportation became a



TURN OF THE CENTURY VIEW OF JAMES NORTH FROM KING

- * What is now the Federal Building (#72) once served as Hamilton's first Post Office, constructed in 1856-58. Later, the building also housed a successful insurance company, followed by the Park Business College.
- ** Latter part of century.
- *** Destroyed by fire in 1969.

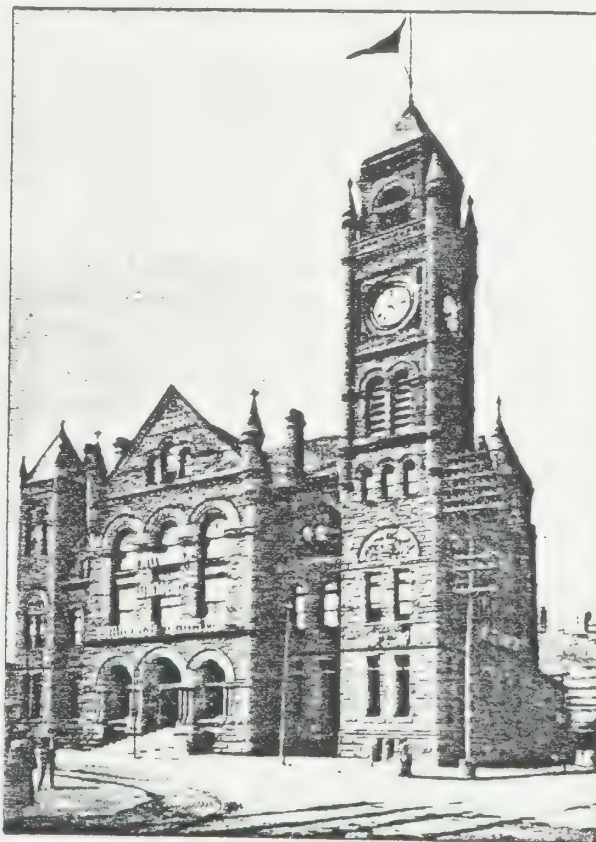
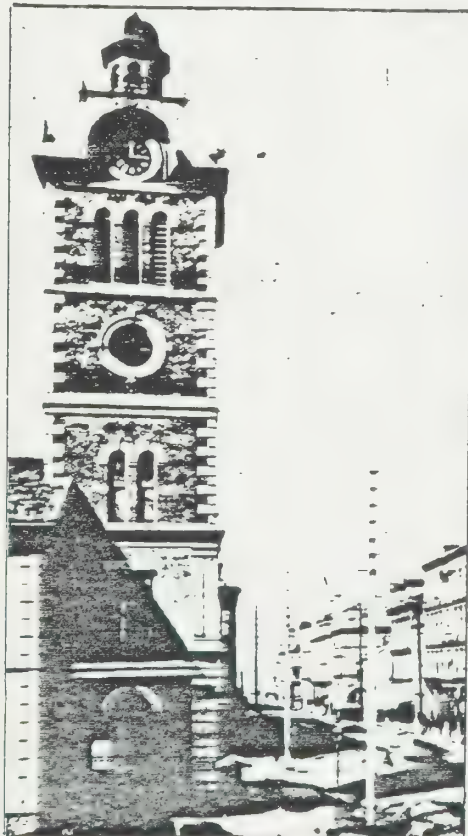
problem. While most well-to-do families had their own horse and buggy, the majority of Hamiltonians had to walk. By 1874, a single, 2-mile railway track made its debut as the first public transportation system. Later (1884) the dust and mud of the street gave way to cedar block paving laid throughout the downtown area.

In the 1880's, the James North area was a mixture of public and private structures of various civic, religious, residential, commercial and social activities, and a desirable location, to erect fashionable 3-storey brick row houses. These buildings represent, not an expansion of the City northward, but rather, a rebuilding program in an already established area that resulted in higher density, more profitable real estate and a more impressive streetscape, appropriate for a major thoroughfare of a thriving city.

130-154 James North (situated between Wilson and Cannon) are examples of 14 commercial row houses that were built according to the same basic design between 1883 and 1888. According to 1890 Assessment Records, the occupations of the tenants within these structures were:

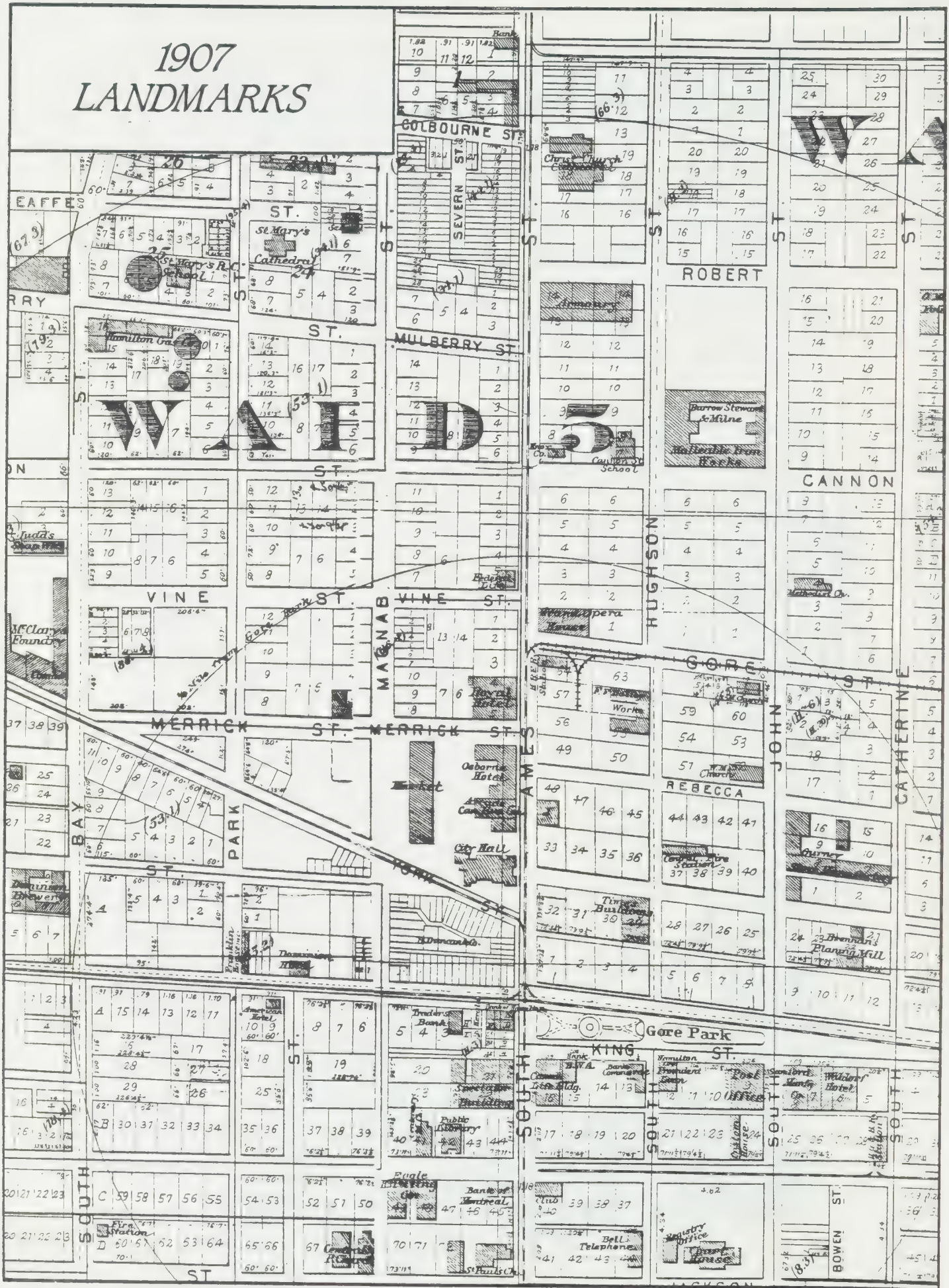
grocer, painter, undertaker, gardener, tobacconist, druggist, stationer, fruit dealer, moulder, plumber, confectioner, merchant and jeweller

At the same time, the old City Hall was replaced by a new, more impressive City Hall designed in the latest Romanesque Revival style by James Balfour.

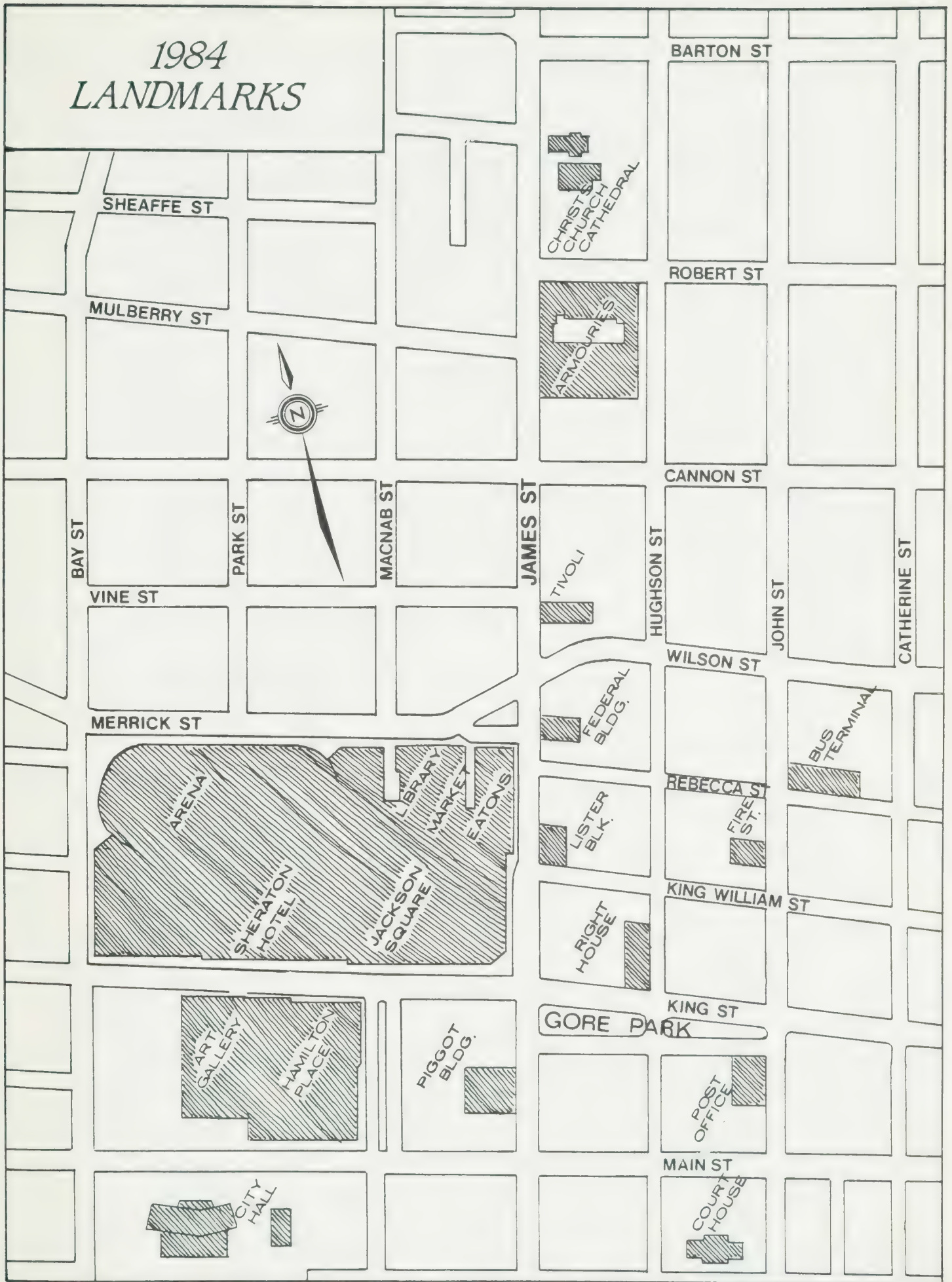


CITY HALL TOWERS

1907 LANDMARKS



1984 LANDMARKS



3.2.2 THE 1900s

In the first part of the 20th Century, Hamilton's population more than doubled to 52,000 persons. Map 5 illustrates some of the major uses along James North at this time. Development between Cannon and Barton occurred in the early to mid-1900's. However, "the 20th Century witnessed the change of focus to Gore and Main Street, leaving James Street primarily commercial but secondary in prestige." One sign of de-emphasis was the relocation of City Hall in 1960 to Main Street West. The 71 year old stone City Hall at Market Square and James Street was demolished to make way for "Stage 2" and "Stage 3" of the T. Eaton Company's expansion plan.

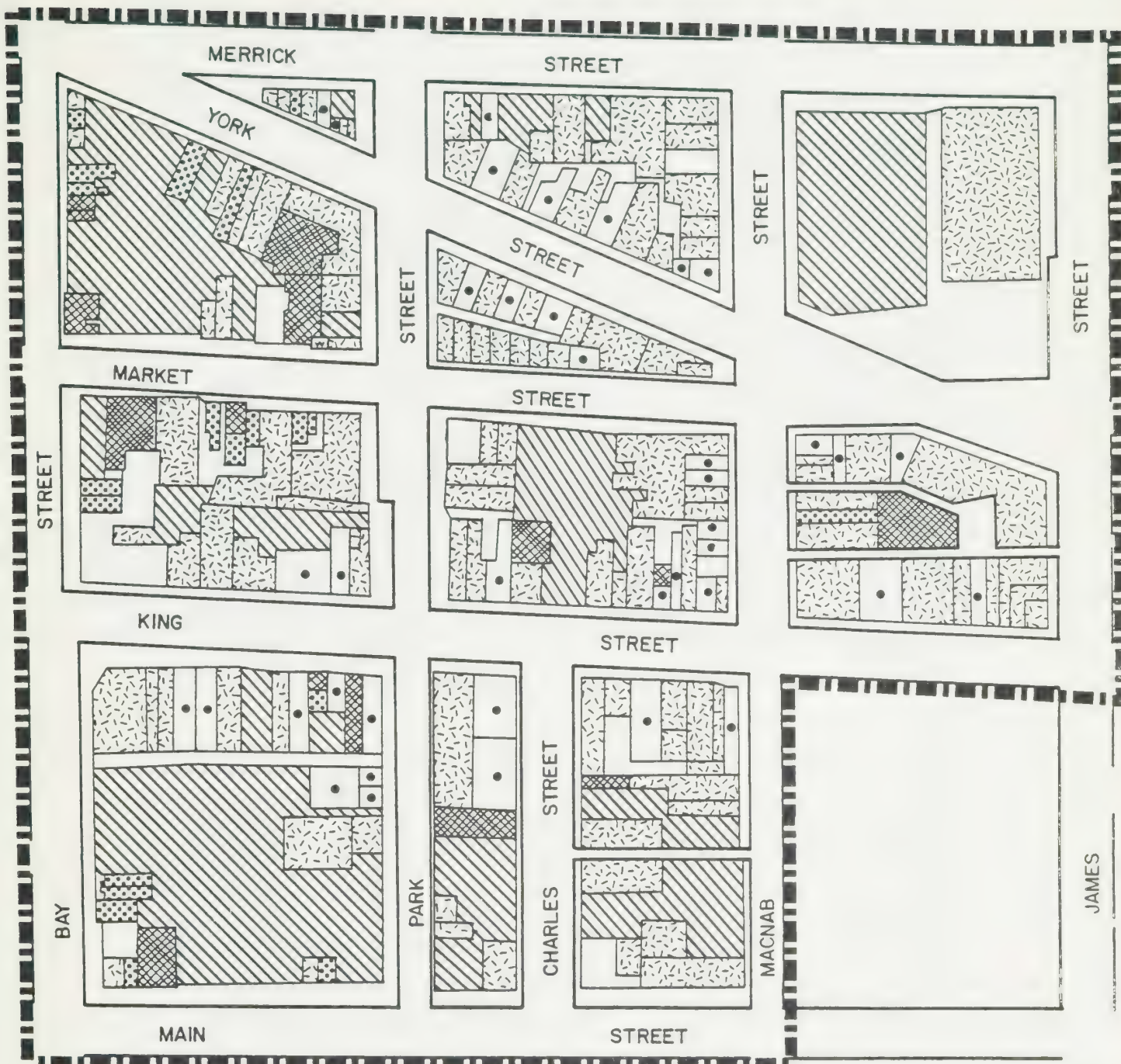
During the late 1950's and 1960's Hamilton retail trade hit new peaks due to a rising economy and growing industrial and commercial activity. "Renovations, openings, expansion and streamlining are the words used to describe how stores have met the expanding potential over the past 10 years" (1955-65). In keeping with these renovations and in response to a need for modernization of an aesthetically decaying core, Jackson Square evolved. Jackson Square was part of Hamilton's Civic Urban Renewal Scheme. In 1965, the corner of King and James contained a number of retail shops and a few service stores (Map 7). Although old, the buildings were generally good quality. Most merchants therefore, were not eager to sell, and the majority of land had to be expropriated. Finally, in 1969, construction began, and in August, 1972, Jackson Square first opened its doors to customers.

Since the development of Jackson Square and the joining of York Boulevard and Wilson Street, little new development has occurred along James North.









3.3 KEY HISTORICAL BUILDINGS

Although no buildings have actually been designated as historical structures, certain buildings along James North are particularly significant to the history of Hamilton. Some structures have already burnt down or been demolished (i.e. City Hall, Masonic Hall, Royal Hotel, Opera House), however, many still remain. The following buildings, for one reason or another, have been noted as key historical buildings along James North. For more information regarding the historical significance of these structures refer to the L.A.C.A.C. document (Appendix A1).

- Christ's Church Cathedral and Chapel
- Armouries - 200 James North
- Tivoli - 108 James North
- Lister Block - 42 James North
- Zellers - 22-26 James North
- T. Eaton Company - 43 James North
- Coach Tavern - 98 James North
- Commercial Row Houses - 130-154 James North
- Federal Building - 72 James North



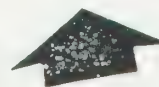
LEGEND (Building and Land Use - June 1965)

-  RESIDENTIAL
-  MIXED RESIDENTIAL & COMMER.
-  COMMERCIAL
-  INDUSTRIAL
-  PARKING
-  VACANT LAND
-  PLACE OF WORSHIP
-  AREA BOUNDARY

CITY OF HAMILTON

*JAMES NORTH
HERITAGE DISTRICT*

CIVIC SQUARE
REDEVELOPMENT AREA



MAP No. 7



CHRIST'S CHURCH CATHEDRAL IN THE 1800'S

3.4 EXTERNAL INFLUENCES

To date, Jackson Square, and the attention paid to King East have been the two major revitalization efforts for downtown Hamilton. The importance of the study area as a whole, to the downtown, has not been fully dealt with. For example, the boundaries established for the Downtown Action Plan (D.A.P.) stop at Vine Street. In view of the fact that historically, James has been the mercantile center of the City, an extension of the D.A.P. to James Street North could continue to stimulate commercial activity. As well as drawing people to the downtown, Jackson Square has increased competition along James North and drawn pedestrians off the streets. Similarly, as King East may stimulate commercial activity, it may lead to even stiffer competition between merchants on the two streets as the area is brought to its fullest potential.

James North is suffering from similar problems of decline as King East, and the need has arisen to revitalize James North to its fullest potential. The D.A.P. states (page 4):

"Downtown Hamilton has served as the commercial and cultural heart of the local region for many years. For some time, however, the downtown area has been in decline and the first attempt to rectify the situation was the Jackson Square development. While focusing new energy downtown, Jackson Square became the prime retail competitor to surrounding businesses. This problem, combined with a sluggish economy and the deterioration of the pedestrian environment has tended to leave downtown in its present state."

Emphasis in terms of renewal and revitalization efforts for downtown Hamilton has been increasing. Jackson Square and now King Street East are prime examples of what can be done with a potentially decaying core. Now it appears that these positive renewal efforts could be expanded to include the James North area. In the initial revitalization of one particular area (e.g. King East) emphasis seems to focus on this area, due in part to promotional efforts and visible improvements. However, the next logical step appears to focus on James North in order to complement the King East revitalization program and the drawing "anchor" representative of Jackson Square.

3.5 IMPORTANCE OF JAMES STREET NORTH

As previously emphasized, the historic buildings themselves illustrate the importance of James North to Hamilton's past. The loss of period architecture (a non-renewable resource) represents a sacrifice of the City's history.

James Street North as a whole is of definite importance to downtown Hamilton. It represents a historic, conveniently located, commercial area offering an alternative to shopping malls (i.e. Jackson Square) or large department stores.

In first viewing James North, a somewhat negative impression of many of the decaying buildings and storefronts, may be obtained. However, one can readily realize the high level of craftsmanship and design existing along the street, which increases the value of the buildings themselves.

Of particular significance is the scale of the buildings. These buildings were all built at a scale comprehensible to people travelling on foot. The buildings are seen as groups, exemplifying continuity - not individual structures - which adds to the character of the street. As outlined in the Downtown Action Plan (page 7):

"Downtown independent merchants offer established clientele, personal attention and a long standing reputation; Specialty shops or groups of shops currently add to the street's excitement, and in some ways, The Downtown Merchants and their merchandise offer a better mix than many malls or Jackson Square."

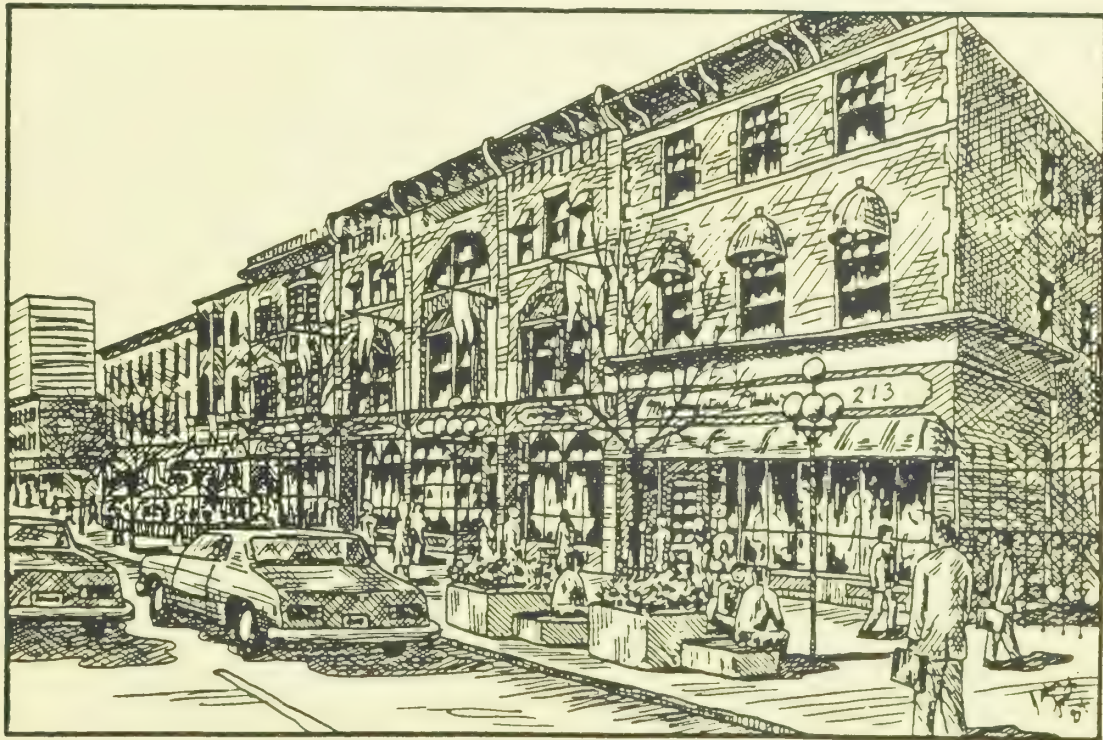
James North serves as a viable ethnic area/resource with many specialty shops. The area is attractive to immigrants as rents are affordable and many merchants communicate in their clientele's mother tongue. With affordable residential accommodations available, James North has a high potential for intense utilization, and therefore, increased viability. It is conveniently located within walking distance of the core of the city, and acts as one of the very few exclusive areas not overwhelmed by highrises. James Street offers a small town atmosphere in a major city.

Preserving the present character of the James North district is essential towards revitalizing the district to its fullest

potential. Major redevelopment which destroys the area's character would be detrimental to the character of the district, downtown, city and region, since a valuable unique pedestrian retail district would be lost.

SECTION 4

Building Inventory & Building Conditions



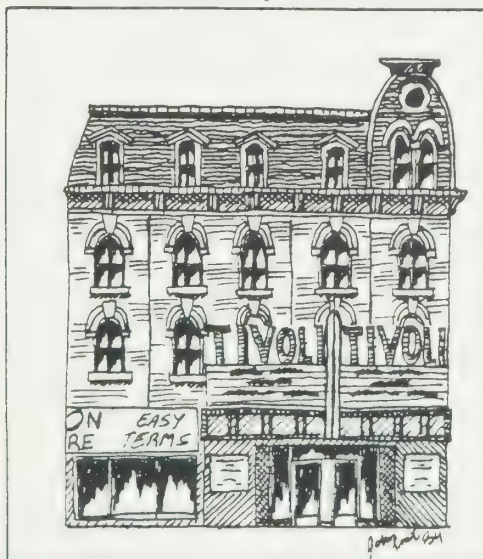
4.1 INTRODUCTION

The desire to maintain and preserve the architectural and historical resource offered by the buildings within the James North District, is the primary objective of the Heritage Conservation District Plan, which will be prepared for the district. Consequently, the identification of the architectural and historical significance of each building is of paramount concern to the background study. L.A.C.A.C. has prepared such an inventory, which is included in its entirety, as Appendix A1. (Section 4.2 serves as a summary of L.A.C.A.C.'s inventory).

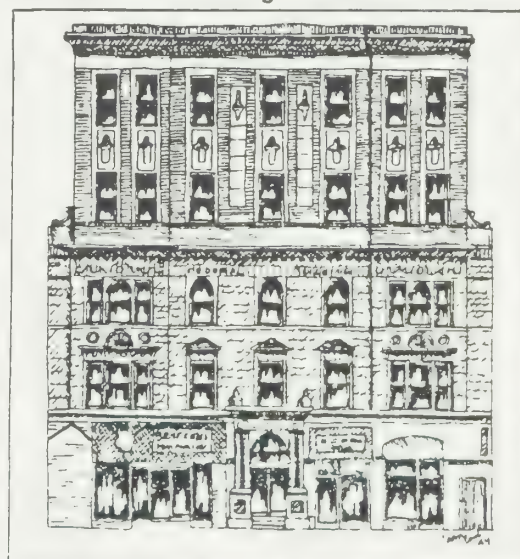
Due to building age and lack of building maintenance, many buildings - though architecturally and historically significant - appear deteriorated. This causes many people to consider James North as a prime redevelopment district. Again, the desire to maintain and preserve James North as a Heritage District necessitated examining the buildings individually. This was done in order to determine the condition and extent of improvements required to ensure that the buildings are preserved and contribute to the district's character. A visual building condition survey was undertaken, and the analysis of the results are documented in Section 4.3. The Building Condition Field Survey Data Sheets for each building are included in Appendix A2.

4.2 ARCHITECTURAL AND HISTORICAL BUILDING INVENTORY

The majority of buildings located along James North were constructed between 1850 and 1939 (Map 8). During this period, buildings rarely exceeded 3-4 stories in height and great attention, in both design and construction was given to architectural details such as elaborate cornices, decorative window trim and brick work. Even though the architecture of most buildings is unique in design, architectural features and detail, they exhibit similar features such as cornices, and the size and the positioning of upper windows. This creates a sense of unity. This is most evident with the 2-3 storey Victorian commercial terraces which account for most of the buildings along the street. However, there are also certain buildings within the

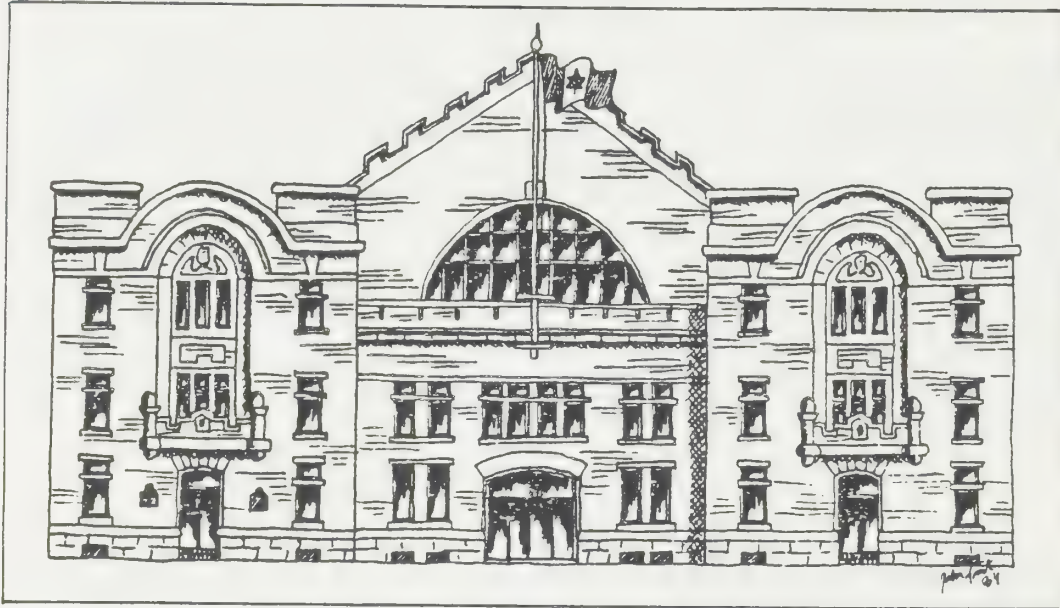


TIVOLI THEATRE



FEDERAL BUILDING

James North District which can be considered even more unique because of predominant ornate architectural features (Tivoli), the size of the building (Lister Block, Federal Building, Eatons) or uses which exhibit different architectural styles (Christ's Church Cathedral, Armouries). These buildings have served and still serve as landmarks establishing a sense of identity for the District. Combined, the buildings of the James North District form a very unique architectural resource reflecting the architectural heritage of the City.



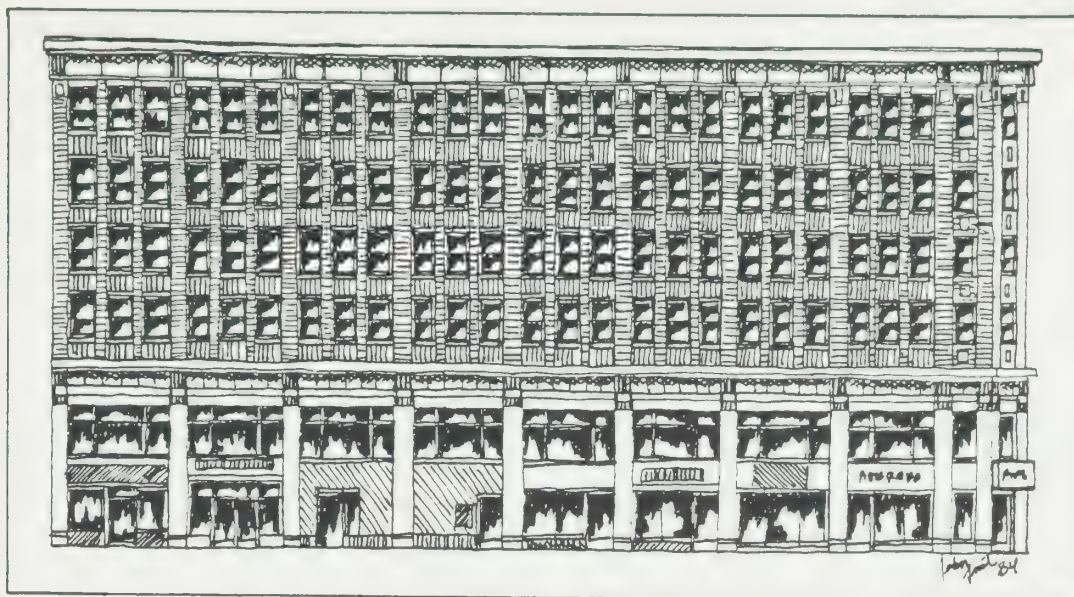
JAMES STREET ARMOURIES

Additionally, the human scale character of the buildings, with their elaborate architectural features, creates a personable environment, providing relief from Contemporary Impersonal High-Tech Developments associated with Downtown Renewal. Also, the history associated with individual buildings serves to strengthen the heritage value of the buildings and the district. The majority of buildings within the James North District - primarily the commercial terraces - are still used in the same manner (ground floor commercial and upper floor residential). However, there are also some buildings which have been adaptively reused, reflecting the inherent potential for old buildings. Two examples are:

- Tivoli Theatre - Formerly a carriage manufacturing establishment.
- Lister Block - Formerly a prestigious office building to be converted to residential with some commercial uses.

Hamilton's Local Architectural Conservation Advisory Committee (L.A.C.A.C.) has undertaken a detailed inventory of the architectural and historical significance of each building. The facts documented after extensive research into each building include:

1. Building address and name.



LISTER BLOCK

2. Lot and plan numbers, present owner, tenants, and land use.
3. Date of construction.
4. Architect or builder.
5. Original owner.
6. Original tenant.
7. Building uses.
8. Building materials.
9. Architectural features and significance.
10. Historical significance.

The inventory sheets compiled by L.A.C.A.C. have been included as Appendix A1. For detailed information on the architectural and historical inventory, reference should be made to this appendix.

4.2.1 JAMES STREET NORTH PANORAMA

The following exposition, prepared by Nina Chapple of the Hamilton L.A.C.A.C depicts, generally, the architectural and historical significance of the James North District.

"INTRODUCTION

Little did the early settlers realize that the rugged cart route leading south into the village from the waterfront, known to them as James Street, would one day develop into Hamilton's most important thoroughfare.

Nor do we, from our vantage point one hundred and fifty years later, fully appreciate the important role James Street North once played.

But the Hamiltonians of the Victorian and Edwardian eras knew James North as the focal point of their daily civic, social and cultural activities. They built edifices along James North to meet those needs: magnificent public structures; ambitious, confident commercial rows; theatrical showpieces - all told, these

buildings formed an exuberant composite picture of James North in its heyday.

Eclipsed in recent years by new developments elsewhere in the city, and bereft of its function as the municipal centre, James North has passed through a period of dormancy relatively undisturbed; its architectural heritage is intact and as yet undiscovered.

JAMES NORTH - IN THE PAST

At the point where the road from Toronto (York - Market Streets) joined the local route from the waterfront to the mountain brow (James Street), Hamilton's founding fathers chose to build their first market hall and meeting house. This location on James North (opposite King William Street) was destined to serve as Hamilton's civic centre for well over a century.

Around this site grew up a thriving community. In 1888, the Victorians commemorated their considerable achievements with the construction of a monumental stone City Hall, whose tall tower became the landmark of the downtown core. Let us for a moment imagine that we are standing at the top of this tower, sometime in the 1890's.

From this lookout we have a commanding view of the animated street life going on below James Street. Crowds are gathering for their daily shopping at the outdoor market or in the specialty stores that line the street for blocks in both directions. In the distance, beyond York Boulevard, rows of new brick commercial terraces sparkle with the latest architectural fashions, while just below, blocks of formal limestone terraces impart a sense of importance and permanence to the young community. A discerning eye picks out the industrial buildings recently erected at Colborne Street and near Wilson Street; they are disguised as high-styled commercial buildings but only their chimney stacks disclose their identity.

Towards the end of the day, the street starts coming alive with theatre-goers on their way to the highly fashionable Grand Opera House (at Wilson Street) or others hurrying off to special functions at the Mechanics' Institute (Eaton's site), Masonic Hall (Wilson Street site), the Foresters' or Orange Halls - all close to each other on James Street North. Some may be going just to enjoy the hospitality of the numerous hotels and taverns that abound in the neighbourhood, the grandest of all being the monumental Royal Hotel (Merrick - York Streets).

We see the beautiful stone gothic edifice of Christ's Church Cathedral that dominates the skyline to the north, and the classical limestone facade of the Knox Presbyterian Church (at Cannon Street). Groups gathering in the vicinity of the Armoury suggest some special occasion might be taking place - possibly a military review, a fair, or perhaps the beginning of a parade. (Parades up James Street were already a custom dating back to 1860 when the Prince of Wales and his entourage entered Hamilton through elaborate processional arches erected over the Street in his honour.)



ROYAL HOTEL

The long vista northward reveals a glimpse of the Great Western Railway (now the CN) and in the far distance, the silhouettes of tall ships and steamers are visible as they head in to dock at the North End wharves. Visitors arriving there use James Street as the main entranceway to the city. Some may take the electric streetcar from the waterfront Southwards into town. For fun, they just might continue their ride up to the foot of the escarpment where the incline railway takes them on a stunning trip up to the Mountain View Hotel on the brow.

The 1890's must have been a spectacular time to know James Street North first-hand. Nor did the street change radically in the following years: the Arcade Department Store in 1916-1920 (now Eaton's), the extension of the Armouries (1905-1908) and the rebuilding of the Lister Block (1923) constitute the only major additions to the streetscape.

JAMES NORTH - TODAY

Although post-war Hamilton experienced substantial new developments, the James North streetscape of the 1980's preserves most of its genuine historic building stock, some of which is obscured behind a layer of modern signage and facings. But the attractive Victorian brick terraces are still intact; several industrial buildings survive, in disguise; and the pleasant scale

so vital to the sense of neighbourhood persists. Together they add up to an interesting, varied and genuinely historic streetscape whose impact depends on a cohesiveness of size and shape. They benefit from and contribute to their streetscape context.

Regrettably, some major landmarks are gone - many levelled by fires - and with them their contributions to the vitality of the street: the Old City Hall, Knox Presbyterian Church, the Royal Hotel, the Federal Life Building and the Grand Opera House. The Armouries on the other hand, are cleaned and in use, and likewise Christ's Church Cathedral is renovated and still an active community centre.

Some buildings have displayed considerable adeptness at surviving: the Hamilton Brass Company now serves as apartments; the Prongvey Carriage Factory houses the Tivoli Theatre; and Orange Hall is currently the Vasco Da Gama Club. Above the street level, the residential capacity is extensive but under-utilized. When the City altered the street pattern by closing Market Street for Lloyd D. Jackson Square and by widening Merrick and Gore Streets into the broad cross axis of Wilson Street, James North seemed to develop into two entities: a downtown-oriented retail district to the south of Wilson Street and, to the north, an ethnic shopping area serving nearby residential neighbourhoods.

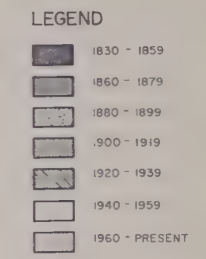
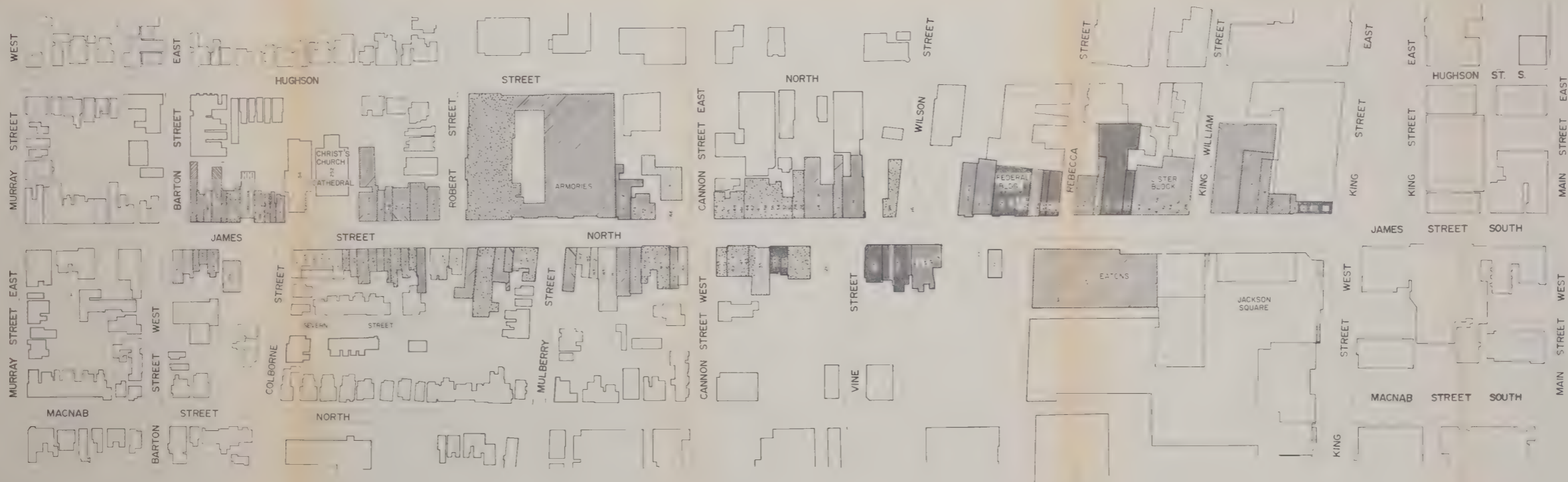
Outside circumstances, likewise, have had a considerable impact on the James North area. The heavy, one-way-south traffic flow is part of an overall traffic plan. Removing vast areas of the old downtown core substantially increased the heritage value of the two remaining streetscapes of James North and King East. The abundance of shopping malls and high-rise apartments turns the small specialty shops and downtown dwellings of James North into attractive alternatives. A growing awareness of the James North potential is evidenced by the City's call for a Heritage Conservation District Study and Plan.

JAMES NORTH - TOWARD THE FUTURE

A plan for a successful James North in the future might well benefit from rediscovering and capitalizing on the best assets of its past.

Once the major route between the port and the downtown, James North could again become an important link between the city centre and a new recreational waterfront park area, currently being considered by the City. The Victorians succeeded in creating a direct link between the mountain, the downtown, and the waterfront through the inventive use of the James Street incline railway. Whether an equivalent link can ever be devised again is open to speculation.

Of the uses and activities that formerly brought vitality and life to James North, many seem appropriate today: the specialty shops, the numerous restaurants, night spots and theatres. Special military drills could be introduced in the summers; public fairs and parades could once again be a common sight on James North and



SOURCE: J. A. C. C.

CITY OF HAMILTON

JAMES NORTH
HERITAGE DISTRICT

BUILDING
CONSTRUCTION DATES

MAP No. 8

the ethnic character of the area could be promoted, as could the proximity to the Farmers' Market.

The rich and diverse architectural resources could return to full use, particularly through the rehabilitation of the residential space available upstairs in the commercial terraces. Community use of the Armoury's lofty drill hall could be re-activated for fairs and large gatherings. Buildings themselves could be repainted, signs controlled for the benefit of the streetscape, and vacant lots could be utilized as small parks.

If the scale and authentic character of the area are respected, James North could become a unique, valuable and vibrant component of our modern city."

4.3 BUILDING CONDITIONS

A building condition inventory was undertaken primarily for the purpose of recommending possible improvement measures which would strengthen and enhance the district's historical character. Only building facades fronting James Street North were examined and ranked. It should be noted that an engineering structural analysis would yield more comprehensive results.

In addition to the front facade condition analysis, the degree of alterations to both the upper and ground floor facades were also ranked. This ranking system indicates the degree of improvements required to restore the historical character to the entire building facade. Finally, recognition was made of a building's visual contribution to the block's historical character.

4.3.1 RANKING METHODOLOGY

Each building facade fronting James Street North was subjected to three rankings. First, the building condition was ranked without regard to any alterations to the building's historical features or age. An old building which is well maintained on the upper and ground floor facades, even though the entire original ground floor facade was altered, ranked the same as a newly constructed building. Second, the extent of alterations to both the upper and ground floor facades were ranked with no regard to building maintenance or to building age, other than to determine the nature and degree of alterations. Consequently, an old building with its entire front facade intact, regardless of how deteriorated the facade, would rank the same as a new building with its original facade intact.

The third category distinguished between old and new buildings according to the building's visual contribution to the historical character of the block in which it is situated. Building conditions and facade alterations (unless so severe that the appearance of the original is not at all apparent) did not play a part in this ranking category.

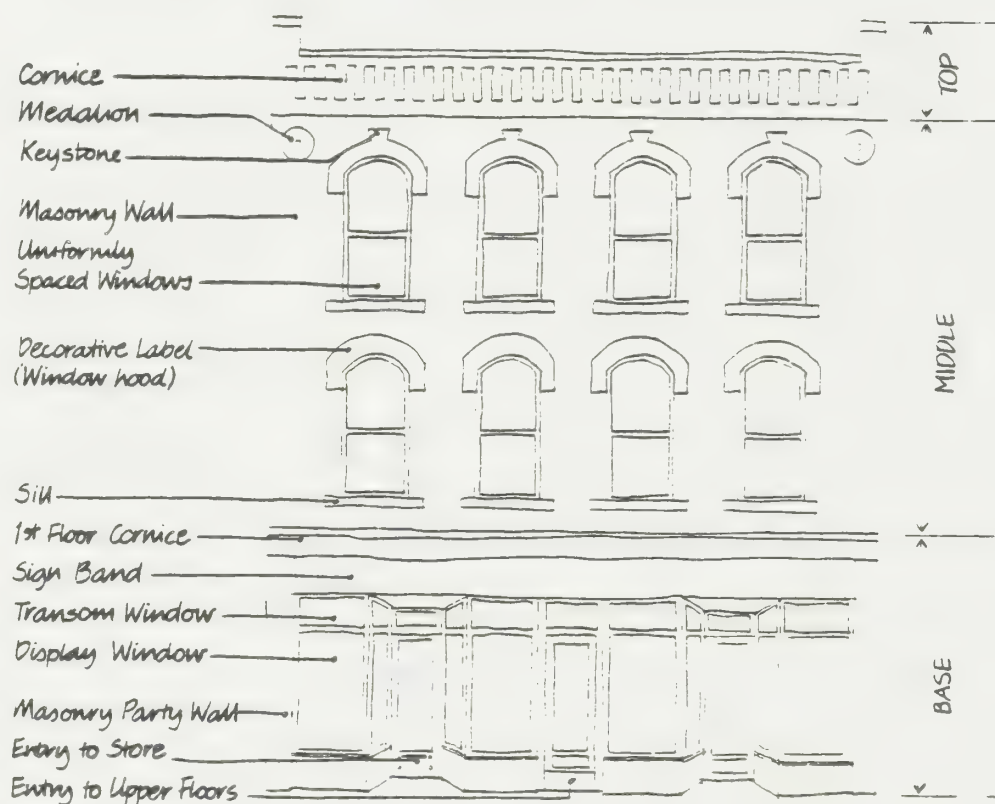
4.3.2 RANKING CRITERIA

For each of the three categories, criteria and numerical values for rankings were established.

The highest possible score for each of the categories are:

Building conditions	30
Facade alterations	16
Visual contribution to historical character	15

A building receiving these scores would be considered in excellent well-maintained condition with no facade alterations and would be considered to contribute significantly to the historical character of the block.



ARCHITECTURAL FEATURES FOUND ON HISTORICAL BUILDINGS

RANKING CRITERIA FOR BUILDING CONDITIONS

(i) Structural Soundness

- 10 - very structurally sound - no major structural repairs needed
- 5 - fair structural condition - minor structural repairs needed (e.g. some cracks in bricks, minor sag along roof line)
- 0 - poor structural condition - major structural repairs needed (e.g. major cracks in bricks, sagging roof, failing foundation)

(ii) Maintenance of Exterior Facade (Upper and Ground Floor Ranked Separately)

- 10 - little or no external maintenance required - some minor painting
- 5 - some maintenance required (e.g. painting trim, replacement of window frames, general clean-up)
- 0 - major maintenance required (e.g. complete painting, cleaning bricks, replacement of trim and missing architectural features)

RANKING CRITERIA FOR FACADE ALTERATIONS

(i) Alterations to Ground Floor Facade

- 8 - little or no change to original facade
- 4 - moderate change to original facade (e.g. aluminum siding and/or signs over original facade, new doors and windows)
- 0 - major alterations (e.g. new facades, facades altered to extent that it is not possible to determine original)

(ii) Alterations to Upper Facade

- 8 - little or no change - original facade still intact
- 4 - moderate change (e.g. aluminum siding and/or signs over original facade)
- 0 - major alterations (e.g. size and shape of window openings changed, significant architectural features removed, alterations to the extent that it is not possible to determine original)

RANKING CRITERIA FOR HISTORICAL CONTRIBUTION

(i) Urban Design - Visual Contribution to Historical Theme of Block

- 15 - enhances/contributes significantly to block's character
- 10 - blends in and maintains block's character
- 0 - detracts from block's character

4.3.3 FIELD SURVEY DATA SHEETS

The ranking of building conditions, facade alterations and contribution to historical theme, was documented on data sheets by field survey. Also documented were improvement measures for each building which would restore and enhance the structure's historical character. Facade alteration suggestions were also made to enhance the buildings historical character. Finally, thumbnail sketches of

DATA SHEET SAMPLE

BUILDING CONDITION RANKING
FIELD SURVEY - DATA SHEET

BUILDING NAME OR
MUNICIPAL ADDRESS(ES)

HISTORICAL CHARACTER
SCORE /15

BUILDING CONDITION
SCORE /30

FACADE ALTERATION
SCORE /16

RANKING

HISTORICAL CHARACTER
Visual Contribution to

Historical Character _____ 15 _____ 10 _____ 0 _____

BUILDING CONDITION

Structural Soundness _____ 10 _____ 5 _____ 0 _____

Maintenance of Upper Facade _____ 10 _____ 5 _____ 0 _____

Maintenance of Ground

Floor Facade _____ 10 _____ 5 _____ 0 _____

FACADE ALTERATIONS

Alterations to Ground

Floor Facade _____ 8 _____ 4 _____ 0 _____

Alterations to Upper

Facade _____ 8 _____ 4 _____ 0 _____

SKETCH/PHOTOGRAPH AND COMMENTS

IMPROVEMENT MEASURES

each building were made with side note indications of problem areas such as sags, cracked bricks or missing architectural features. These data sheets have been incorporated into Appendix Document A as Appendix A2.

4.3.4 BUILDING CONDITION ANALYSIS

Eighty-nine buildings are located along James Street North within the study area. Of these, 72 either significantly contribute to (37) or maintain (35), the area's historical character. Of the 17 buildings which detract from the district's character, three are newly constructed.

Building condition scores are compared to historical character scores on a matrix table.. The results indicate that the percentage of buildings which visually contribute significantly to the district's historical character have a reasonably high condition score (20). The condition of the buildings which are considered to visually maintain the district's historical character ranked moderately (15) to highly (30) with no particular score standing out. Over 50% of the buildings considered to visually detract from the area's historical character received the highest building condition score (30).

TABLE 4.1

BUILDING CONDITION SCORES MATRIXED WITH
HISTORICAL CHARACTER SCORES

HISTORICAL CHARACTER SCORE	CONDITION SCORE						TOTAL
	30	25	20	15	10	5	
15	6	3	16	6	5	1	37
10	6	8	9	7	3	2	35
0	9	4	4	0	0	0	17
TOTAL	21	15	29	13	8	3	89

Definition of building conditions as they relate to scores:

- 30 - very structurally sound and well-maintained facades
- 25 - structurally sound (possibly minor structural problems e.g. slight sag in roof line) and relatively well-maintained (upper or ground floor facades may not be maintained to the extent possible)
- 20 - possible minor structural problems and/or upper and/or ground floor facades not well-maintained
- 15 - structural problems (major or minor) and poor maintenance of upper and/or ground floor facades
- 10 - major or minor structural problems and very poor maintenance of upper and ground floor facade

- 5 - major structural problems and very poor maintenance of the entire facade

Definition of building's visual contribution to the area's historical character as they relate to scores:

- 15 - building significantly contributes to and strengthens the area's historical character
- 10 - building does not contribute significantly to the historical character but does blend in and maintain the character
- 0 - building detracts from the historical character of the area

Definition of facade alterations as they relate to scores:

- 16 - upper and ground floor facade entirely intact with little or no alterations (original facade has been maintained)
- 12 - either the upper or ground floor facade has been slightly altered (appearance of original facade is readily visible)
- 8 - both the upper and ground floor facade have been slightly altered or the upper or ground floor facade has been considerably altered to the extent that it is difficult to determine what original facade looked like
- 4 - both the upper and ground floor facades have been altered - one significantly, one moderately
- 0 - both the upper and ground floor facades have been altered significantly to a degree where it is not possible to determine the original facade

Table 4.2 indicates that the majority of buildings have had some alterations to their original facades. However, the facade alterations were not severe, as indicated by the high percentage of buildings scoring average or better on facade alterations. In general, the majority of facade alterations affected solely the ground floor facades (store fronts) which were altered to modernize the appearance of the stores.

The table also indicates that the majority of buildings which have had facade alterations, received a higher building condition score. This indicates that minor facade alterations are directly related to building maintenance. Of the 89 buildings along James Street North, only 20 have retained their original facades.

TABLE 4.2

BUILDING CONDITION SCORES MATRIXED WITH
FACADE ALTERATION SCORES

FACADE ALTERATION SCORE	CONDITION SCORE						TOTAL
	30	25	20	15	10	5	
16	10	3	4	0	2	1	20
12	7	2	11	8	1	1	30
8	2	5	9	4	3	1	24
4	0	4	3	0	2	0	9
0	2	1	2	1	0	0	6
TOTAL	21	15	29	13	8	3	89

When facade alterations are compared with historical character (Table 4.3) the majority of facade alterations receiving a moderate score were buildings with moderate to high historical character scores. Only seven buildings, ranked as contributing significantly to the area's historical character, have had little or no alteration to their original facades.

TABLE 4.3

FACADE ALTERTION SCORES MATRIXED WITH
HISTORICAL CHARACTER SCORES

HISTORICAL CHARACTER SCORE	FACADE ALTERATION SCORE					TOTAL
	16	12	8	4	0	
15	7	14	12	4	0	37
10	8	12	12	2	3	35
0	7	4	0	3	3	17
TOTAL	20	30	24	9	6	89

When the three previous matrix tables are combined (Table 4.4), the majority of buildings which either contribute significantly or maintain the area's historical character have a moderate or better building condition score and a moderate or better facade alteration score.

TABLE 4.4

SUMMARY MATRIX

FACADE ALTERATION SCORE	BUILDING CONDITION SCORE						TOTALS
	30	25	20	15	10	5	
16	3-15		4-15				7-15
	1-10	2-10			2-10	1-10	6-10
	6-0	1-0					7-0
12	2-15		5-15	6-15	1-15		14-15
	3-10	1-10	5-10	2-10		1-10	12-10
	2-0	1-0	1-0				4-0
8	1-15	2-15	6-15		2-15	1-15	12-15
	1-10	3-10	3-10	4-10	1-10		12-10
							0-0
4		1-15	1-15		2-15		4-15
		2-10					2-10
		1-0	2-0				3-0
0							1-15
	1-10		1-10	1-10			3-10
	1-10	1-0	1-0				3-0
TOTALS	6-15	3-15	16-15	6-15	5-15	1-15	37-15
	6-10	8-10	9-10	7-10	3-10	2-10	35-10
	9-0	4-0	4-0	0-0	0-0	0-0	17-0

Maps 9, 10 and 11 indicate the scores each building received for the three categories.

4.3.5 SUMMARY

The findings of the building condition, facade alteration and historical contribution survey indicates that great potential exists to revitalize and strengthen the historical character of the James Street North district. In general, the majority of buildings are in a relatively good state of structural repair. The lack of routine maintenance appears to be the major cause of the dilapidated appearance of the district.

Alterations to building facades in general have not been severe. The major form of alterations have been to modernize the ground floor facades or store fronts. In many cases, these alterations have been superficial, with the original facades left intact underneath aluminum siding or signs. Some buildings, however, have had virtually the entire original ground floor facade removed and replaced them with modern windows and brushed aluminum trim. Even in these cases, the potential exists to blend these facades in with the adjacent historical facades.

Most of the upper facades have been left intact. Age, weathering, and a lack of maintenance have resulted in some decorative wood



- LEGEND**
- VERY GOOD - EXCELLENT
CONDITION (25-30 SCORE)
 - FAIR - GOOD CONDITION
(15-20 SCORE)
 - BAD - POOR CONDITION
(5-10 SCORE)

SOURCE: FIELD SURVEY

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
BUILDING
CONDITIONS



LEGEND

- MINOR (PRIMARILY GROUND FLOOR) OR NO FACADE ALTERATIONS (12 to 16 SCORE)
- MAJOR (GROUND FLOOR) OR MINOR (GROUND FLOOR & UPPER) FACADE ALTERATIONS (8 SCORE)
- MAJOR (GROUND FLOOR & UPPER) FACADE ALTERATIONS (0 to 4 SCORE)

HAMILTON PUBLIC LIBRARY

GOVERNMENT DOCUMENTS

SOURCE: FIELD SURVEY

CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT FACADE ALTERATIONS



LEGEND

- CONTRIBUTES SIGNIFICANTLY (15 SCORE)
- MAINTAINS CHARACTER (10 SCORE)
- DETRACTS FROM CHARACTER (0 SCORE)

Source: FIELD SURVEY

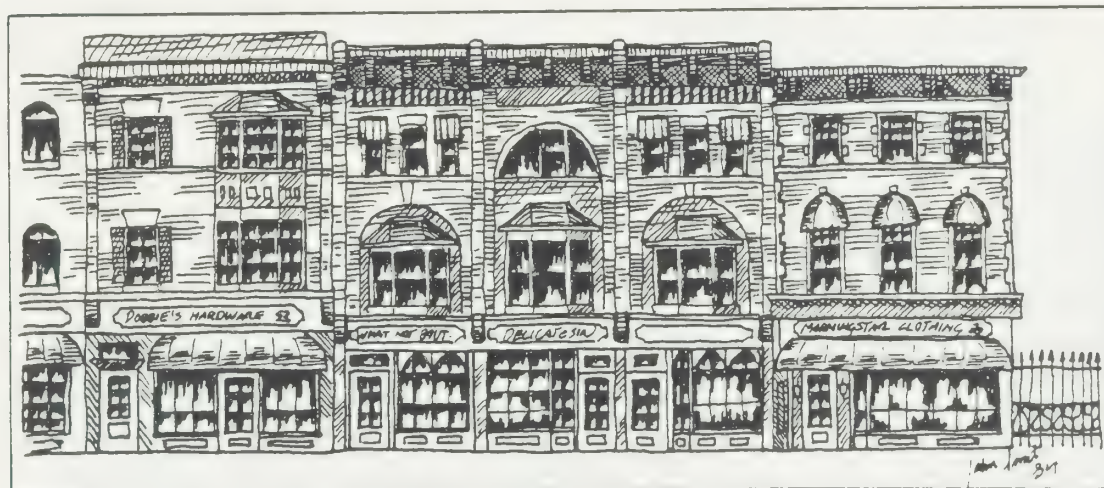
CITY OF HAMILTON
JAMES NORTH
 HERITAGE DISTRICT
 VISUAL CONTRIBUTIONS
 TO HISTORICAL
 CHARACTER

trim needing replacement on some buildings. Other than this, most of the buildings only require cleaning of the upper brick work replacement of broken windows which have been boarded in, and painting.

For more detailed improvement measures for individual buildings, refer to Appendix A2.



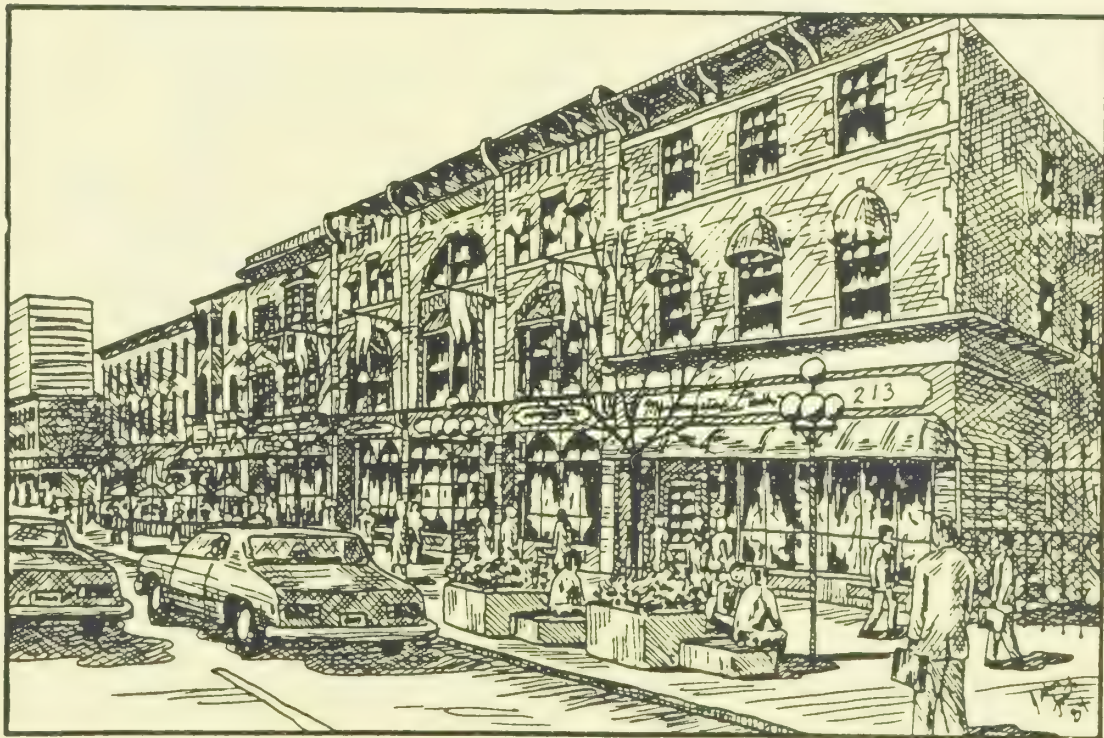
SKETCH OF EXISTING BUILDING FACADES



ARTISTS CONCEPT OF RENOVATED BUILDING FACADES

SECTION 5

Planning Policies/Controls



5.1 INTRODUCTION

Planning policies represent a key part of the planning process. Before any action can be taken with respect to a given area, existing policies must be reviewed to determine their applicability. These then act as guidelines for future proposals/actions.

Numerous policies, programs, and plans have been established that either directly or indirectly effect the James Street North study area. Each of these will be reviewed with respect to their relevance to the James North District.

5.2 OFFICIAL PLAN

The Official Plan for the City of Hamilton was approved on June 2, 1982. It is the principle planning document for the City and was prepared to comply with the Regional Official Plan. The Official Plan is defined as a comprehensive guide to co-ordinate Hamilton's growth and development in an orderly manner. The policies outlined in the Official Plan are of a general nature, in order that they may be applicable throughout the City. No by-laws or other regulations may be adopted or imposed that are contrary to the intent of this plan. A number of Official Plan policies directly and indirectly apply to the James Street North Heritage Study Area. Specific reference to the appendices (Appendix B1) should be made for more detailed information regarding Official Plan policies. Two policy areas in particular are significant to the study area, and will be dealt with in detail.

5.2.1 HISTORIC AND ARCHITECTURAL RESOURCES (SUBSECTION C.6 - APPENDIX B2)

The preamble to this subsection states:

"The intent of this Plan is to sensitively manage the wealth of local resources. It is intended that those resources of HISTORIC and ARCHITECTURAL merit will be preserved, where feasible, to enhance the character and heritage of Hamilton. However, preservation alone may clutter the City with functionally obsolete or static structures. Accordingly, it is further intended that appropriate measures be established to meld preservation with rehabilitation to ensure that these resources will be recycled for active use and be instrumental in setting the visual character of the City".

Subsection C.6.2 provides policies on the designation of Heritage Conservation Districts:

- i Pass a by-law of intent to define and investigate an area;
- ii Prepare and adopt a Heritage Conservation District Plan which will encourage conservation through controls and incentives, and establish criteria for controlling demolition and regulating design; and require the endorsement of the Ministry of Culture and Recreation; and,

- iii Pass a by-law designating the area as a Heritage Conservation District, subject to Ontario Municipal Board approval which will permit the City to regulate ARCHITECTURAL design within the District.

In accordance with Subsection C.6.2, the Local Architectural Conservation Advisory Committee (L.A.C.A.C.) was consulted for historical facts regarding the study area. L.A.C.A.C. prepared a document on potential heritage conservation districts in Hamilton. The James Street North District was determined by Council to be of greatest importance to the City, and was chosen for the first Heritage Conservation District study in Hamilton .

On March 8, 1983, Hamilton City Council, in complying with the provisions of the Ontario Heritage Act R.S.O. 1974 and the Official Plan, passed a by-law of intent. This by-law serves as the mandate for undertaking this study and for preparing a Heritage Conservation District Plan (Subsection C.6.3.1 - Appendix B1). Once these tasks are completed and the Heritage Plan is endorsed and approved, Council may then designate the district as a Heritage Conservation District.

2.2.2 CENTRAL POLICY AREA (SUBSECTION A.2.8 - APPENDIX B1)

The second directly applicable Official Plan policy refers to the Central Policy Area (C.P.A.) of which James Street North is a part. It is the intent of the C.P.A. policies to promote the Central Area as a multi-use node, by creating an "attractive environment in which to live, work, do business, shop or visit." A wide range of uses are permitted within the Central Area. Residential, commercial, industrial and institutional uses are all permitted (Subsection A.2.8.1), as long as they are in harmony with the surrounding area. Commercial policies for James North have been included in Appendix B1, Subsection A.2.8.3.iv.

Subsection A.2.8.6.ii of the Official Plan states that Council will co-operate with, and encourage, the appropriate operating agencies to:

- i Locate new Major Institutional Uses on sites adjacent to existing Major Institutional or Commercial Uses where it is feasible to achieve the sharing of common facilities such as, but not limited to, parking;
- ii Locate, promote, and/or expand tourist facilities within the CENTRAL POLICY AREA; and,
- iii Establish, maintain, and/or expand such service facilities as, but not limited to, day-care or health centres to serve both the resident and employment population.

Establishing a Heritage Conservation District for James North and subsequent implementation will help to achieve these policies.

Subsection A.2.8.7 of the Official Plan refers to pedestrian and vehicular circulation in the Central Policy Area. It states that:

"To facilitate the function of and the primary permitted uses in the CENTRAL POLICY AREA, Council will investigate to determine the most effective means of accommodating pedestrian and vehicular circulation and general accessibility to and within the AREA. In this regard, Council may give preference to pedestrian movement over vehicular circulation in specific areas. Accordingly, the investigation will consider, but not be limited to, the following:

- i The segregation of vehicular and pedestrian traffic by such means as grade separation of pedestrian and vehicular traffic along and across major roads;
- ii The feasibility of creating pedestrian malls and a network of walkways between and within Commercial areas or concentrations;
- iii Appropriate public transit routing and the integration of conventional and innovative transit facilities;
- iv The appropriate location of a terminus for local and inter-city transit service, which is properly integrated with major land uses in the AREA;
- v The re-routing of local and through traffic, including a facility to redirect truck traffic oriented to the bayfront Industrial area;
- vi The designation of truck routes;
- vii The provision and location of appropriate parking facilities;
- viii The extension of truck loading facilities below grade, and the sharing of common loading facilities for various adjacent developments where loading at street level can be eliminated or limited; and,
- ix The operating hours of public and private enterprises in the CENTRAL POLICY AREA."

This policy is of particular relevance since the viability of the Heritage Conservation District is related to added emphasis on pedestrian movement and amenities, as opposed to vehicular movement.

Subsection A.2.8.9 of the Official Plan deals with the streetscape.

"It is the intent of Council that the character and function of the CENTRAL POLICY AREA be enhanced. Specifically, Council will:

- i Promote, where feasible, innovative building and layout, as well as the rehabilitation and preservation of buildings and areas of historic and/or architectural merit;

- ii Establish building envelopes consisting of setback, height and light angles adequate to ensure acceptable shadow cast to, and light access for, adjacent properties;
- iii Investigate and adopt measures to regulate building heights and/or institute any other appropriate measure to preserve views of the Escarpment from the CENTRAL POLICY AREA;
- iv Promote and co-operate with individual property owners to undertake improvements in conjunction with the Property and Maintenance provisions as set out in Subsection C.5 of this Plan, with specific attention to improvement to the rear yards of individual properties, especially loading bays, garbage storage, general clean-up and, where required, fencing; and improvements to the store fronts, with attention to the compatibility of signs;
- v Encourage proponents of development or redevelopment, including the infilling of vacant lots, to ensure sensitive integration of the proposal with the scale and character of adjacent structures. Accordingly, Council will encourage the compatibility of building height, setback, material and building lines with adjacent structures."

The overall streetscape is of particular importance to the Central Policy Area, and obviously to a potential Heritage District. Actions to be considered include:

- i Improvements to pedestrian and street lighting;
- ii Provisions and maintenance of street furniture, rest areas, kiosks, information booths, landscaping and tree planting; and,
- iii Regulation of signage. (Subsection A.2.8.9.vi.)

5.2.3 GENERAL POLICIES

Some additional general policies are outlined to help provide a clearer picture of the general character desirable for the downtown area, and particularly James Street North. These include:

- The planting of trees and landscaping to enhance the physical characteristics of the site, where parking lots are provided or other open areas (Subsection C.3.2.iv.);
- Central Policy Area will be considered the preferred location for the major concentration of commercial uses in the City and Region (Subsection A.2.2.4.);
- Commercial establishments or centers that are proposed adjacent to existing commercial uses will be encouraged to integrate the design and dimensions of structures, parking areas and access points with those of the adjacent uses (Subsection A.2.2.29);

- Council will endeavour to raise the standards of new development, in relation to the immediate environment, through the strengthening and wider application of site plan control policies (Subsection C.5.3)

For more detailed information on these policies refer to Appendix B1.

5.2.4 CIRCULATION AND MOVEMENT

Policies on circulation and movement are also pertinent. The main thrust of these policies is to maximize accessibility and reduce conflicts between pedestrians and vehicles (Subsection B.3 - Appendix B1).

I ROADS

James Street North is classified as an arterial road. It is therefore intended to accommodate large volumes of short or long-distance traffic (Subsection B.3.1.3.ii - Appendix B1).

II PEDISTRIAN MOVEMENT

The Official Plan addresses pedestrian movement in subsection B.3.4. It states:

3.4.1. Council will promote the development of a 'link-node' system which will link major PEDESTRIAN destinations such as schools, parks and commercial areas (e.g. the Central Policy Area) by PEDESTRIAN paths, sidewalks along certain roads, and BICYCLE routes. In this regard, Council will undertake a detailed investigation of such a system which will lead to implementation through the preparation of Neighbourhood Plans.

For more detailed information on the Pedestrian and Bicycle Circulation Policies, refer to Appendix B1. Reference should also be made to policies enunciated in Section C of the Official Plan (Amenity and Design Strategy) for detailed information on design considerations for pedestrian movement (Appendix B1).

III PARKING (SUBSECTION B.3.3. - APPENSIX B1)

The Official Plan states:

3.3.1 Council will maintain and enhance the supply of short-term PARKING in the City through the operation of the Municipal Parking Authority and requirements for the provision of PRIVATE PARKING. **see INSERT on PAGE 66a**

5.3 CENTRAL AREA PLAN

The Central Area is bounded by the Bay, Escarpment, Queen Street, and Victoria Avenue. For the purpose of establishing a long-term growth and management strategy for the Central Area, a Plan was initiated in 1979, and approved in 1981. The Plan acts as a guide for Central Area development from the present to the year 2001. Land use policies in the form of long-term goals are outlined, in

order to direct Council in the decision-making process. As James Street North is a part of the Central Area, the implications of the Plan are of definite significance to the study area.

On the basis of the Regional Official Plan, assumptions were made in the Central Area Plan (C.A.P.) in order to formulate policies and strategies for growth and development in the Central Area. A new philosophy is presented in the C.A.P. It promotes the idea that new incentives and indirect inducements to private investors and consumers may be more powerful than providing direct government services. Heavy emphasis is placed on the quality of the human environment:

"An attractive, lively, human-scale environment with the physical, social and human infrastructure in place will both improve the downtown quality of life, draw people to the area, and thus, encourage the private sector to expand the residential, commercial and industrial sectors"(Page 9).

5.3.1 COMMERCIAL POLICIES

James Street North is designated as a "Commercial Center" in the C.A.P. This designation permits "high intensity, high density commercial uses of the nature of an enclosed shopping mall, office tower or concentration of stores and offices such as Hess Village. The Commercial Center designation will be the focus of major commercial activity (Page 13).

Commercial policies that are relevant to James North are:

"Mixed office/retail and residential buildings will be encouraged, where feasible, whenever redevelopment occurs within the Central Area (Page 15).

Existing commercial development along James Street North and James Street East and within Jackson Square will be solidified and expanded based on the special attributes and characteristics of each area as follows:

- a) James Street North - area of ethnic shops and small retail establishments serving local and specialized needs ..."
(Page 16).

5.3.2 RESIDENTIAL POLICIES

The C.A.P. promotes residential development of all (appropriate) types and for all income levels in the downtown, and encourages mixed land use. The intention is to maintain the vibrancy of the area after working hours by reducing dependency on commuting and transportation facilities. In addition, urban design, human scale development, efficiency, and architectural considerations are all emphasized and promoted. (Policy 2, page 25)

The C.A.P. states, as one of its policies, that areas of older or deteriorating housing will be preserved, wherever possible and desirable. This includes the conversion of obsolete or vacant, but structurally sound buildings, not originally intended for

residential use, to accommodate Central Area residents. Presently, one such conversion has been proposed along James North (this will be dealt with in greater detail). This also includes the maintenance of residential units over commercial establishments. The preservation of existing housing, revitalization programs and other forms of investment designed to preserve housing are also recommended. (Policy 11, page 28)

5.3.3 TOURISM

People are attracted to an inviting area. The C.A.P. promotes tourist facilities in the Central Area (Policy 6, page 32). By improving the appearance of James North, and promoting its tourist potential, James North could play a vital role in attracting tourists to the City and the downtown area.

The C.A.P. clearly lays out a bright future for James North. Once implemented, policies for commercial expansion and development, residential diversity and tourism, would strengthen James Street North's value to downtown Hamilton. James North would not only serve as a commercially viable retail street, but one with a distinct character. Old and seemingly obsolete buildings could be converted into viable and functional establishments. In creating a highly diversified retail street, serving a variety of needs, ranging from local to regional, James Street North could maintain its functional use by serving the modern needs of today, while at the same time portraying the visual characteristics of the City's heritage.

5.3.4 MOVEMENT

The C.A.P. outlines two basic movement strategies relevant to James Street North. The first relates to pedestrian priority along James Street, while the second relates to the proposed Perimeter Road interchanges on James Street.

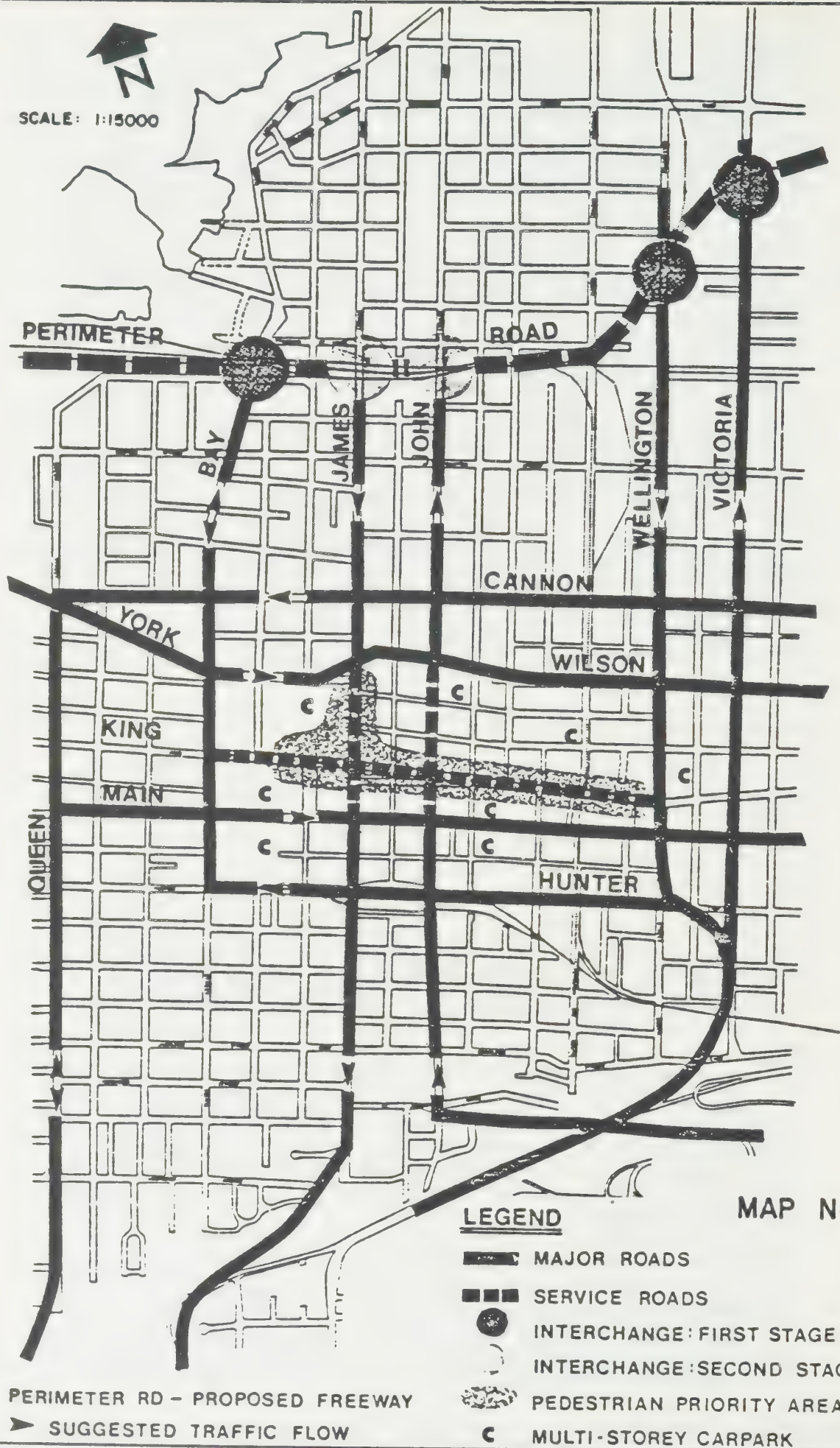
The C.A.P. states:

"Certain streets are recommended for special study designed to make them more attractive to pedestrians. These streets include, but are not limited to, James Street North from Main to Wilson, and King Street East from James to Wellington, as priorities (Policy 9, page 40).

Pedestrians will be given priority over traffic on King Street East in order to stimulate pedestrian circulation in this area and enhance its economic well-being. Once established on King Street, the pedestrian priority areas will be expanded, if practicable, to King William Street, James Street, or other intersecting streets, so that a pedestrian network is created (Policy 5, page 38).

Pedestrian links in the form of widened sidewalks, pedestrian malls, boulevards, street closings, utilization of lanes and alleys, etc., will be encouraged between Hess Village, James Street North and James Street South to Jackson Square and the Civic Square project to connect the various commercial areas (Policy 7, page 40).

SCALE: 1:15000



CENTRAL AREA MOVEMENT STRATEGY 2001

MAP No.12

SCALE: 1:15000



Bay

North End

Corktown

Durand

Escarpment

LEGEND

NEIGHBOURHOOD RESIDENTIAL

COMMERCIAL CENTRE

●●● LINKS

MIXED USE

MIXED INDUSTRIAL / COMMERCIAL

PARKS AND OPEN SPACE

CENTRAL AREA LAND USE STRATEGY 2001

MAP No. 13

Pedestrian priority is achieved by sidewalk widening, roadway narrowing, timing of traffic signals, placing of street furniture and greenery, removal of on-street parking, and human scale lighting.

The Perimeter Road*, a future Industrial Road extending from the 403 to the industrial area, is particularly important for the Central Area. The C.A.P. states that, "Perimeter Road interchanges should be situated so that access for through-traffic into the downtown is discouraged." Both James and John are proposed as secondary stage interchanges for the Perimeter Road. Map 12 (Refer to Section 7 for further clarification)."

5.3.5 +15

The C.A.P. lays the groundwork for the '+15' system (to be discussed later in greater detail).

"Wherever feasible and desirable, vehicular and pedestrian traffic will be separated by means of +15 (a pedestrian circulation system one storey above street level) pedestrian walkways, tunnelization of streets, pedestrian malls, underground bus terminal or other means" (Policy 8, page 40).

The C.A.P.'s land use strategy map for 2001, and the Movement Strategy has been included (Map 12 and 13) to show James North's proposed future land use and movement concept.

5.4 NEIGHBOURHOOD PLANS

Neighbourhood Plans implement the Official Plan through refinement and amplification of the Official Plan's general policies. Neighbourhood Plans are prepared by a citizens' planning committee, with assistance from Planning staff. They are then approved by City Council. James Street North is included in two neighbourhoods - Central and Beasley. Both have approved Neighbourhood Plans.

5.4.1 BEASLEY

The eastern side of James Street North is within the Beasley Neighbourhood (Map 14). The land uses proposed for the James North frontage are: commercial, from King to Wilson Streets; commercial and apartments, from Wilson to Cannon Streets; and alternating commercial, and civic and institutional uses from Cannon to Barton Streets.

The following represent broad goals of the Beasley Neighbourhood Plan which are applicable to James Street North:

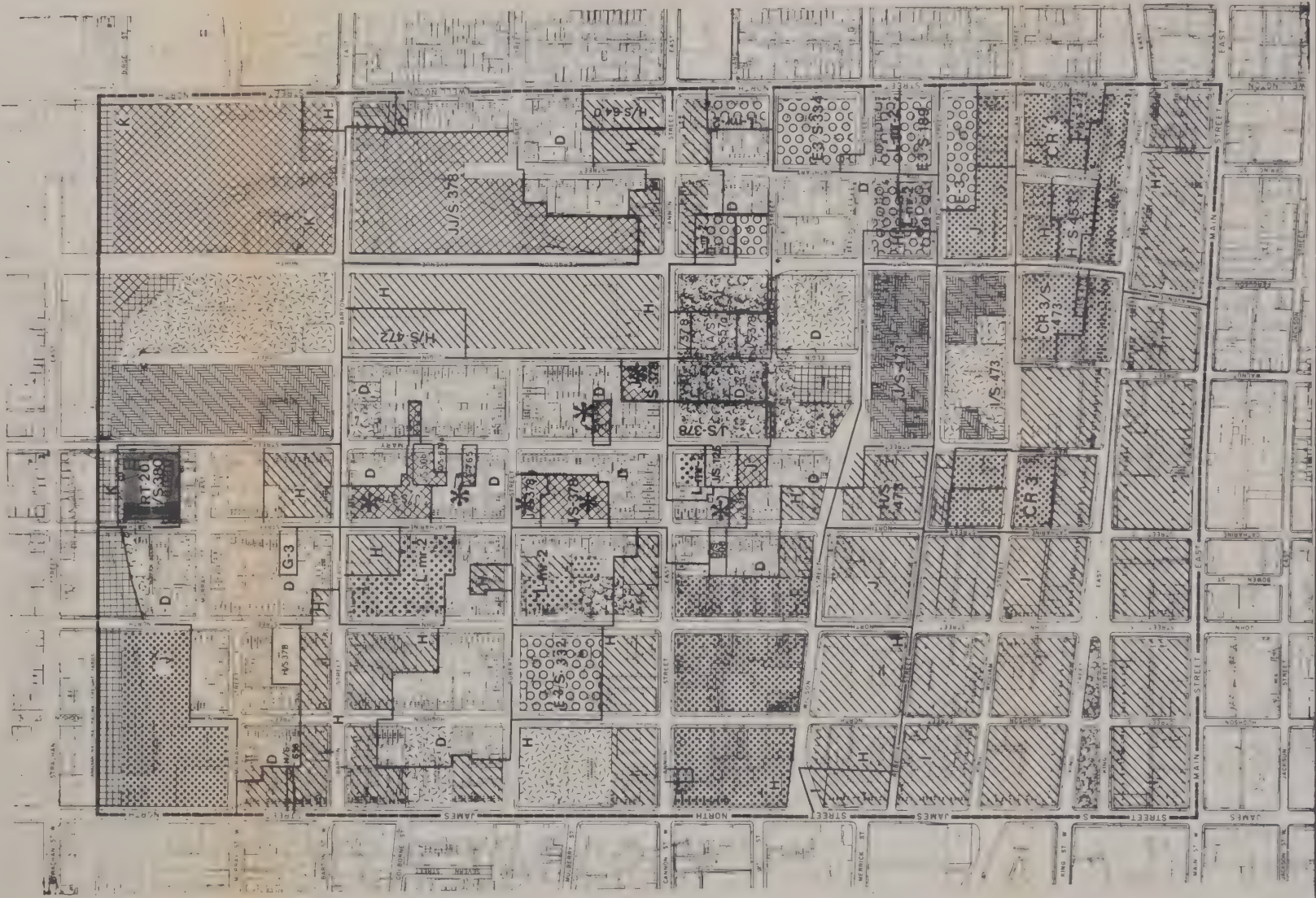
- | | |
|-------------|--|
| land use | ● discourage industrial development and encourage residential land uses north of Cannon Street |
| improvement | ● encourage improvement of surroundings and enrich lives of its people |

*see Movement Section for further details

EXISTING POPULATION (1969) 5559
(1970) 5209
(1971) 5167
(1972) 5072
(1973) 4842
(1974) 4702
(1975) 4664
(1976) 4825

NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE, FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

*NOTE: FUTURE USES ON THE SITE MAY BE INDUSTRIAL, COMMERCIAL OR RESIDENTIAL IN ACCORDANCE WITH THE CENTRAL AREA PLAN PERFORMANCE STANDARDS



THIS AREA TO BE DEALT WITH IN A FUTURE OFFICIAL PLAN AMENDMENT PENDING DETERMINATION OF JURISDICTION.

LAND USE

RESIDENTIAL

- single & double
- attached housing

- medium density apts
- high density apts
- commercial & apts

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

COMM. & INDUSTRIAL

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals
Planning Bd Council
Revisions

SEPT 28, 1977
OCT 26, 1977

BEASLEY NEIGHBOURHOOD
APPROVED PLAN

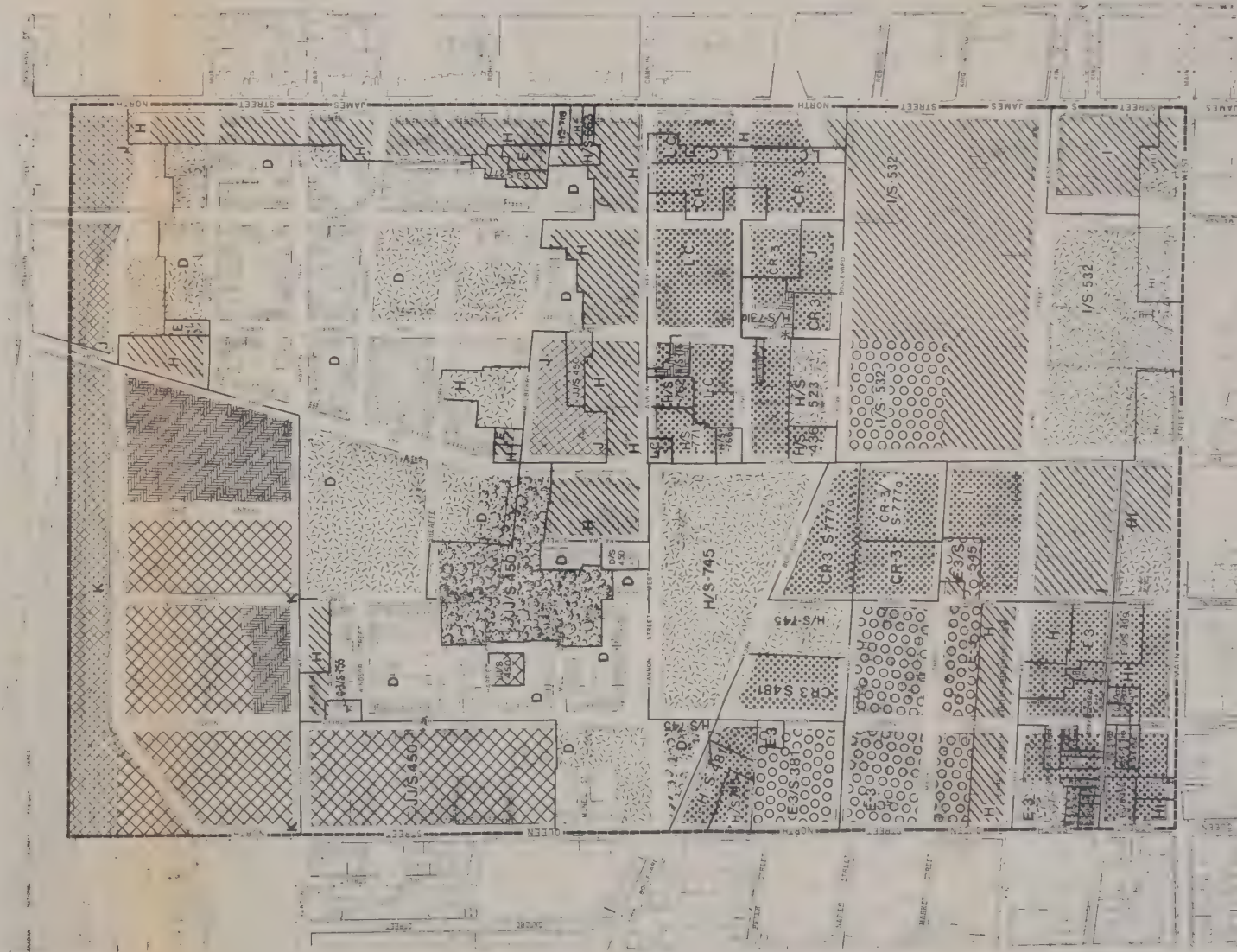
CENTRAL AREA HAMILTON

prepared for the CITY OF HAMILTON by the
PLANNING AND DEVELOPMENT DEPARTMENT
of the Regional Municipality of Hamilton-Wentworth



BEASLEY

MAP
No.
14



THIS AREA TO BE DEALT WITH
IN A FUTURE OFFICIAL PLAN
AMENDMENT PENDING DETERMIN-
ATION OF JURISDICTION

LAND USE

RESIDENTIAL

single, double &
attached housing

high density apts.
commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

UTILITIES

COMMERCIAL & INDUSTRIAL

Neighbourhood Boundary
Zoning Boundary
Siting of Development
Boundary

Approvals
Planning Bd. MAP 73 Council JUNE 2772

Revisions

February 73	73	MARCH 5, 1974
June 73	74	11-15, 1974
February 74	75	MARCH 1975
December 74	76	JAN 2 1975
February 75	77	MAY 1975
July 75	78	

CENTRAL NEIGHBOURHOOD APPROVED PLAN

CENTRAL AREA HAMILTON

prepared for the CITY OF HAMILTON by the
PLANNING AND DEVELOPMENT DEPARTMENT
of the Regional Municipality of Hamilton-Wentworth



CENTRAL

MAP
No.
15

- rehabilitation program to visually improve the neighbourhood and maintain suitable standards (the involvement of local residents and businesspeople, with the incentives of municipal aid, is deemed essential to the success of such a program)
 - new development standards should be more rigorously controlled (e.g. site plans, development agreements)
- C.B.D.
- promote a high activity area by day and night
- movement
- public transit essential
 - should demand arise, a grade separated mass rapid transit system should be integrated into the City fabric and be focused on the core area
 - pedestrian circulation should be stressed in terms of safety, convenience and appeal

Neighbourhood Plans are implemented by neighbourhood programs and zoning by-laws. Listed below are six of Beasley's recommended programs that pertain to James Street North:

1. The commencement of organized rehabilitation incentives and assistance under the guidance of the Community Development Department.
2. Passage of a city-wide minimum standards by-law applicable to industrial and commercial as well as residential properties which may be determined to seriously detract from the general appearance and welfare of the local community.
3. Particular attention in terms of both quality and supply, to the housing problems of transient and/or low income families and individuals who depend upon the advantages of central-city domicile.
4. Provision of off-street parking for the customers and clients of the many existing and underserved businesses in the vicinity of James Street and Barton Street.
5. Development of concrete plans to provide sufficient downtown parking, now and in the future, for the ever increasing demands of new office and retail development.
6. Experimentation with the closing of downtown streets for pedestrian shopping malls and the extension of the elevated pedestrian concept expressed in Jackson Square through other parts of the Central Business District.

2.4.2 CENTRAL

The western side of James Street North is within Central Neighbourhood (Map 15). The land uses are: commercial from King Street to York Boulevard; commercial and apartment uses from York Boulevard to Cannon Street; and commercial from Cannon to Barton.

All of the goals outlined by the citizens' committee for Central Neighbourhood are identical to those adopted in the Beasley Neighbourhood, other than the promotion of the C.B.D. as a high activity area by day and night. Two additional goals not mentioned in the Beasley Plan are included:

- A land use plan must be adopted to establish a policy as to which areas are to be stabilized through conservation and which areas are suitable for redevelopment of various types.
- Standards of development control should be strengthened. For new developments, building permits should be issued upon submission of a Site Plan satisfactory to the Planning Board.

The Central Neighbourhood programs relevant to James Street North are:

1. Passage of a minimum standards by-law applicable to commercial and industrial as well as to residential properties, and its judicious enforcement on properties which seriously infringe upon the appearance and welfare of the local community.
2. The encouragement of home and business improvements in coordination with the Community Development Department's program of rehabilitation aid and guidance.
3. The completion of Civic Square, and the extension of its elevated pedestrian concept into adjacent blocks, in coordination with future private redevelopment.

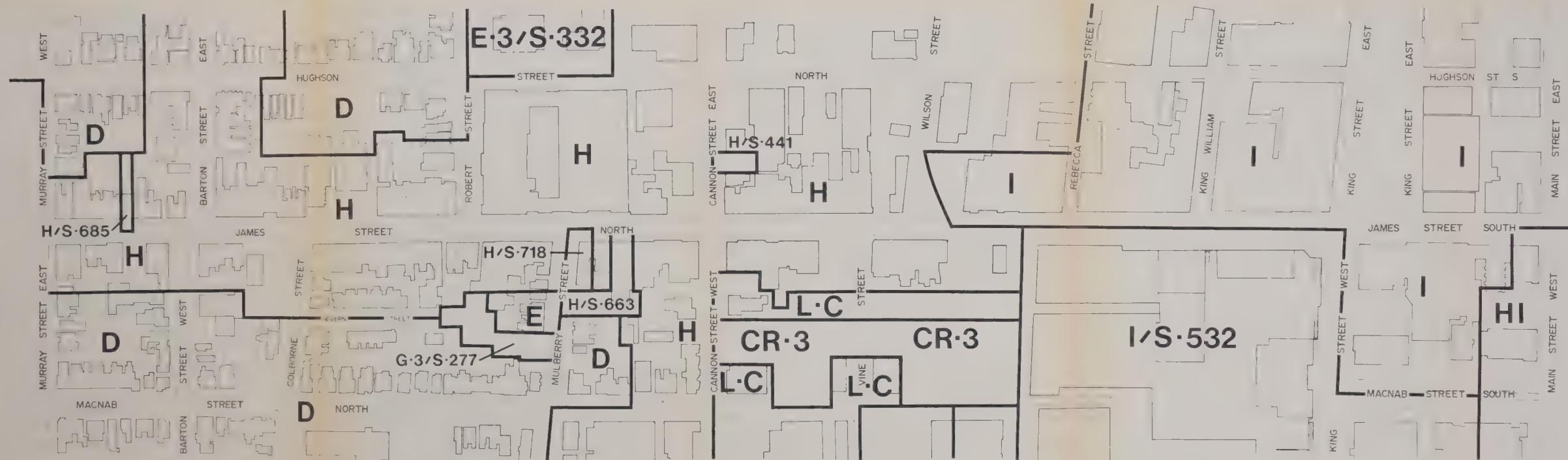
Overall, both Neighbourhood Plans promote the same basic idea, to enhance the streetscape of James Street North, and provide a more efficiently utilized neighbourhood. Site plan controls, minimum standards by-laws and business improvement incentives outlined in the two neighbourhood plans, are relevant to improving the visual character of James Street North.

5.5 ZONING

Lands along James North between King and Barton Streets are zoned either "H" - Commercial, or "I" - Central Business District. Generally, zoning is "I" from King to Wilson and "H" from Wilson to Barton. The existing zoning is documented on Map 16. The uses permitted, and the restrictions enforced along James Street North are as follows.

5.5.1 "H" DISTRICT (COMMERCIAL) - APPENDIX A1

Uses permitted include: offices, beauty parlours, clothing and jewellery stores, banks, restaurants, pharmaceutical laboratory, chemical laboratory, physical laboratory, optician's laboratory, commercial school, motion picture studio, second-hand goods shop, pawnbroker's shop, pet shop, open-air market, retail store of any kind, liquor dispensary, brewer's warehouse, auctioneer's premises, book-binder's shop, carpenter's shop, automobile service station, public garage, gunsmith's or locksmith's shop, painter's shop, plumber's shop, animal hospital, kennel, billboard,



- LEGEND**
- H** COMMUNITY SHOPPING & COMMERCIAL
 - I** CENTRAL BUSINESS DISTRICT
 - H/S-578** REZONING

SOURCE: PLANNING & DEVELOPMENT DEPT.
HAMILTON, WESTWORTH REGION

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
ZONING

roof-sign, overhanging sign or other sign or notice, manual/mechanical car wash, storage of goods to be manufactured, office or consultation uses, personal clinical services, barber shop, shoe-shine parlour, tobacconist and newsdealer, valet service, automobile vending machines, laundry or dry cleaning establishments, and retail variety store.

In addition to commercial uses, a wide variety of residential, institutional, public, and industrial uses are also permitted in the "H" district.

Residential uses permitted include hostels, single family dwellings, multiple dwellings, one or two dwelling units in the same building with a commercial use, and residential care facilities.

Institutional uses permitted include nursing homes, hospitals, homes for the aged, sanitariums, schools, and churches.

Public uses such as private clubs and labour union halls are also permitted.

Industrial uses are generally limited to any manufacture normally incidental to a permitted use conducted on the premises, if no more than 25% of the floor area is occupied by power-driven mechanical equipment.

- a) Height Restrictions - No buildings may exceed four storeys (17.0 meters or 55.77 feet) in height. Should a side yard be greater than 3.0 meters (9.84 feet) wide, a maximum height of eight storeys (26.0 m or 85.30 ft) is permitted.

5.5.2 "I" DISTRICT (C.B.D.) - APPENDIX B1

Lands zoned "I" refer to the Central Business District (C.B.D.). Any residential, institutional, or public uses are permitted, other than a cemetery, mausoleum or columbarium. Those commercial uses permitted in a residential district or other commercial district are also permitted in an "I" district.

- a) Height Restrictions - Within the boundaries of lands zoned "I", the maximum height is 10 storeys (37 meters or 121.39 feet). However, "where the average angle of light obstruction for a building or structure does not exceed 75 degrees from the center line of any street upon which the building or structure is situated, the height of the building or structure shall not exceed 100.0 meters (328.08 feet)."

It should be noted that neither the "H" nor "I" zone are subject to site plan control.

5.6 REZONINGS SINCE 1975

Only two rezonings have occurred since 1975. Both were approved.

FILE NUMBER	LOCATION	CHANGE	ZONE REFERENCE
ZA80-40	191 James St. N.	From "H" to "H" modified - to allow a banquet hall on the 2nd floor.	H/S-718
ZA79-40	181 James St. N.	From "H" to "H" modified - to allow the con- version of the second floor from 8 apts. to 16 tourist hotel rooms.	H/S-663

Overall, a wide range of uses are permitted on James Street North. As such, limited rezoning has been required. For more information regarding the two rezonings, refer to Appendix 4.

5.7 "+15"

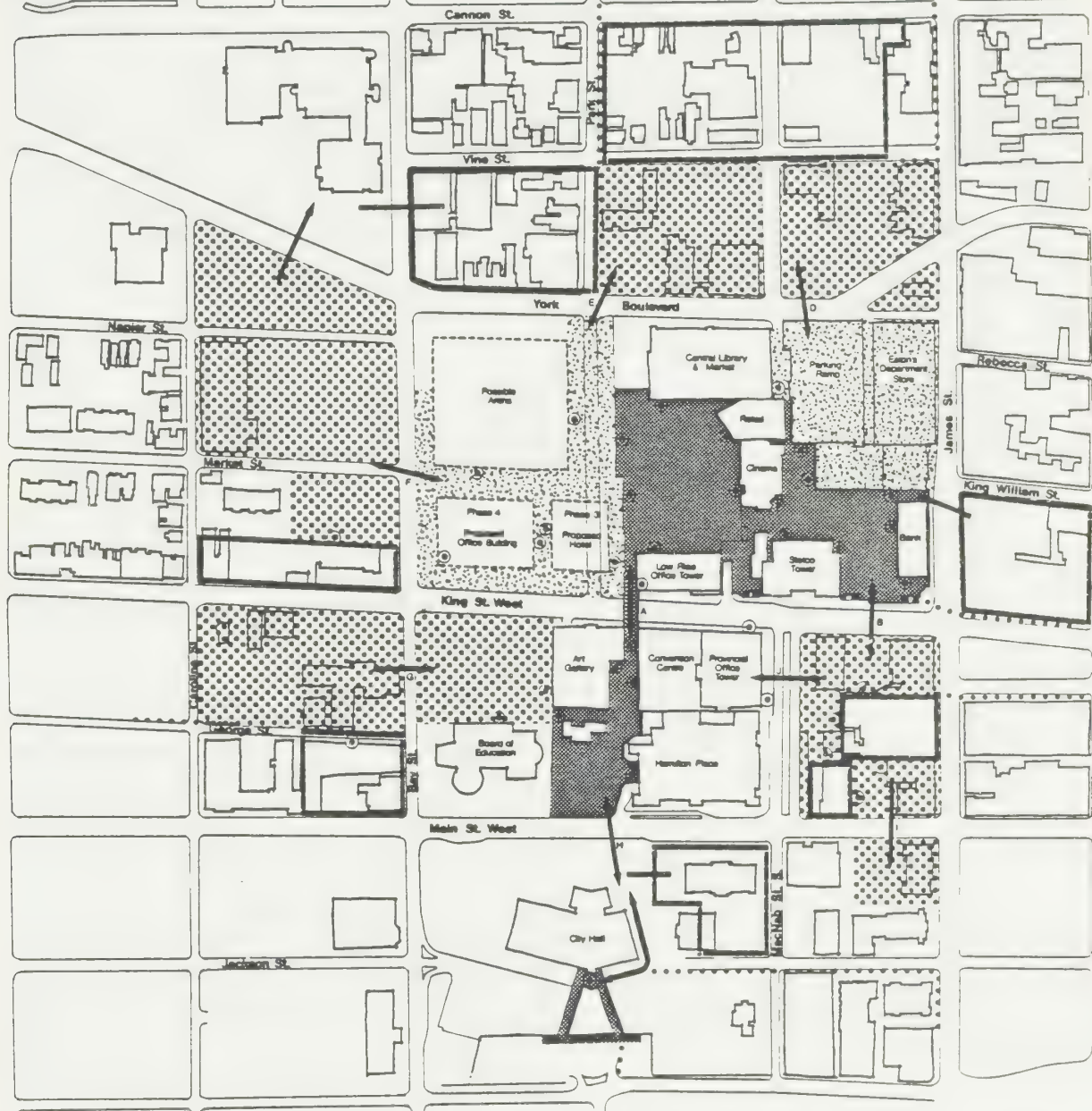
On November 10, 1981 City Council approved the "+15" Pedestrian Walkway System concept for downtown Hamilton. "+15" refers to plazas, arcades, walkways and links through and between buildings, one level above the street. The purpose of establishing such a system is to provide a separated continuous upper level pedestrian system. The system will be implemented as new development occurs. The system affects James Street North between King Street and York Boulevard. An elevated pedestrian walkway, is proposed to emanate from Lloyd D. Jackson Square, across to the eastern side of James Street between King and King William Streets. Map 17 illustrates the proposed link. It should be noted, however, that this linkage is only optional and requires redevelopment of the block bounded by King, James, King William and Hughson.

The proposed +15 area from Eaton's over the triangular block bounded by James, York Boulevard (North and South), is the only other component of the +15 concept which would directly affect James. This proposal, as with the +15 link over James, is dependent on redevelopment of the triangular block.

Implementation of the "+15" system, is through site plan control, once a development proposal has been initiated. The Official Plan states (Policy A.2.9.3):

"Site Plan control will be employed to implement the "+15" pedestrian system for any development or redevelopment to which the system is intended to connect. Provisions will be made for allowances in building design to facilitate the walkways at upper levels and to ensure the integration of the system with ground level pedestrian walkways. Appropriate landscaping measures and other amenity features will also be incorporated."

Proposed Upper Level Walkway System •15 Conceptual Plan



Legend

- Existing •15 Level
- Extension of Jackson Square •15 Area
- Proposed •15 Areas
- Optional •15 Areas
- Desired Pedestrian Penetration
- Overhead Pedestrian Links
- Optional Overhead Pedestrian Links
- Suggested Pedestrian Walkway System

Scale 1" = 100'



5.8 SITE PLAN CONTROL

No site plan control exists along James Street North, except with respect to "+15".

5.9 CURRENT PROPOSALS

There have been no current development proposals submitted for the James North District since 1975.

5.10 CONVERT-TO-RENT PROGRAM

The "Convert-to-Rent Program" is proposed for the Lister building situated on James between King William and Rebecca Streets. Funds are provided by the Ministry of Municipal Affairs and Housing. The project involves interest free loans of \$7,000 per unit, offered by the Province, to assist in the production of rental housing through the conversion of non-residential properties. One of the requirements that must be met in order to be eligible for the program is an apartment rental vacancy rate of less than 2% for the market area (i.e. Hamilton). As of April, 1984, Hamilton's vacancy rate was only 1.2%.

In December of 1983, the owner of the Lister Block, Arthur Weisz, applied for funds to convert the 3rd, 4th, 5th and 6th floors to 59 residential units, consisting of 3 bachelor units; fifty-three 1-bedroom units; and three 2-bedroom units. The capital costs estimated for these units is well below the amount specified in the program's eligibility requirements. In order to ensure moderate rents, the maximum cost for each completed unit may not exceed \$42,000. One quarter of the units must be allocated for persons requiring assisted housing.

This proposal fulfills one of the primary objectives of the C.A.P.: mixed land use and residential development in downtown Hamilton. As such, the vibrancy of the area will be maintained after working hours.

INSERT for PAGE 52

3.3.3 Council will discourage, where appropriate, the provision of on-street PARKING on Arterial Roads to facilitate the free flow of traffic movement and, accordingly, will encourage replacement with sufficient off-street and/or on-site PARKING facilities.

IV PUBLIC TRANSIT (SUBSECTION B.3.2. - APPENDIX B1)

Hamilton's Official Plan states that the transit authority should be encouraged to continue development of the transit system in the Central Policy Area, as a primary focal point of the system, to provide a high degree of accessibility and reduce dependency on private automobiles (B.3.2.2.ii). Also, in accordance with the Regional Official Plan, Council will co-operate with the Region to establish ancillary public parking to promote and facilitate the use of Public transit (B.3.2.7).

5.2.5 LAND ACQUISITION (SUBSECTION D.5 - APPENDIX B1)

The Official Plan states:

5.1 Council may acquire land from time to time in order to implement appropriate features of this Plan. In general, this will be done pursuant to the provisions of The Planning Act, which permits acquisition of land for this purpose, except where more specific legislation may also serve. Thus, the City may acquire land pursuant to:

- iii The Ontario Heritage Act for the preservation of historically or architecturally significant buildings.

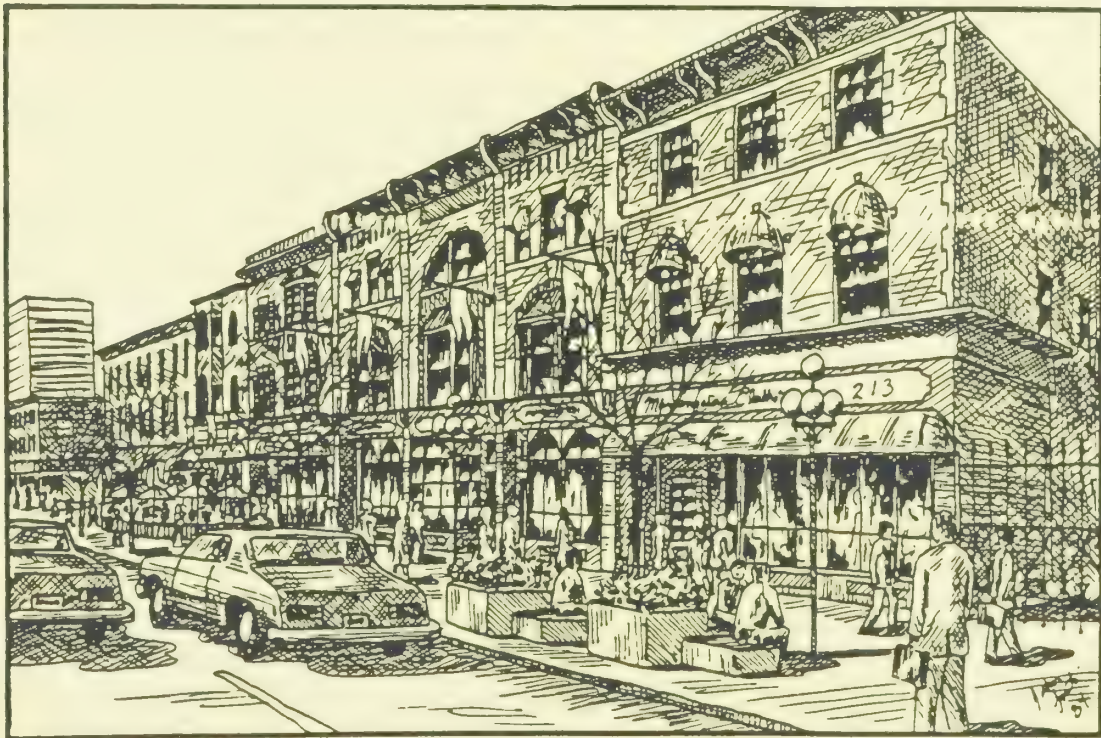
5.2.6 FUNDING (SUBSECTION D.7.1 - APPENDIX B1)

The Official Plan states:

7.1 Council, in co-operation with local agencies, will investigate the availability of Provincial and Federal Assistance and funding programs which may, from time to time, be instituted which will assist in the realization of any aspect of this plan. Where appropriate, Council may make, and/or will encourage private enterprise to make, application for relevant funding under such programs.

SECTION 6

Land Uses, Characteristics & Trends



6.1 INTRODUCTION

James Street North between King Street and Barton Street is primarily a downtown retail street. However, as is characteristic of many downtown retail streets, office/commercial and residential uses also exist. These uses occupy primarily the upper floors of the buildings. Another trait characteristic of older downtown retail districts is the abundance of vacant floor space on the upper floors. This constitutes the most notable land use characteristic of the James North District.

In addition to this obvious land use pattern and most notable land use characteristic, the James North District exhibits a complex range of land use characteristics and trends which are largely responsible for establishing the district's present character. Some of these include:

- the range and diversity of commercial uses establishes the area's commercial character
- the range and diversity of residential units, the split between low rent accommodation and owner occupant units establishes a complex and varied residential character considered by some to be unappealing and others to be very appealing
- the predominance of ethnic merchants and residents establishes the strong ethnic flavour of the northern sector of the district and also creates a distinct character area along James Street
- the reluctance of absentee landowners to maintain old buildings is partially responsible for the district's dilapidated character

To facilitate an understanding of the land use characteristics, their associated trends and the role they play in establishing the character of the James North District, the following land use characteristics are examined in detail:

1. COMMERCIAL

- the number of commercial units
- the type of commercial uses
- the square footage for commercial uses
- commercial vacancies and changes in vacancy rates over 6 years
- commercial turnovers and changes in turnover rates over 6 years
- commercial occupant characteristics
- business characteristics

2. RESIDENTIAL

- location and number of residential units and types
- residential vacancies and changes in vacancy rates over 4 years
- residential turnovers and turnover rates over 4 years

- residential occupant characteristics
- number of residents

3. INSTITUTIONAL

- location and nature of institutional uses

4. OTHER USES

- nature of other uses and perceived conflicting uses

5. OWNERSHIP CHARACTERISTICS

- breakdown of ownership characteristics
- ownership turnovers over 4 year
- nature of turnovers according to ownership characteristics

The land use characteristics and trends which are identified constitute vital considerations for the preparation of an H.C.D. Plan which must recognize existing conditions to be successful.

The following fact sheet summarizes the vital land use characteristics and enables the identification of trends.

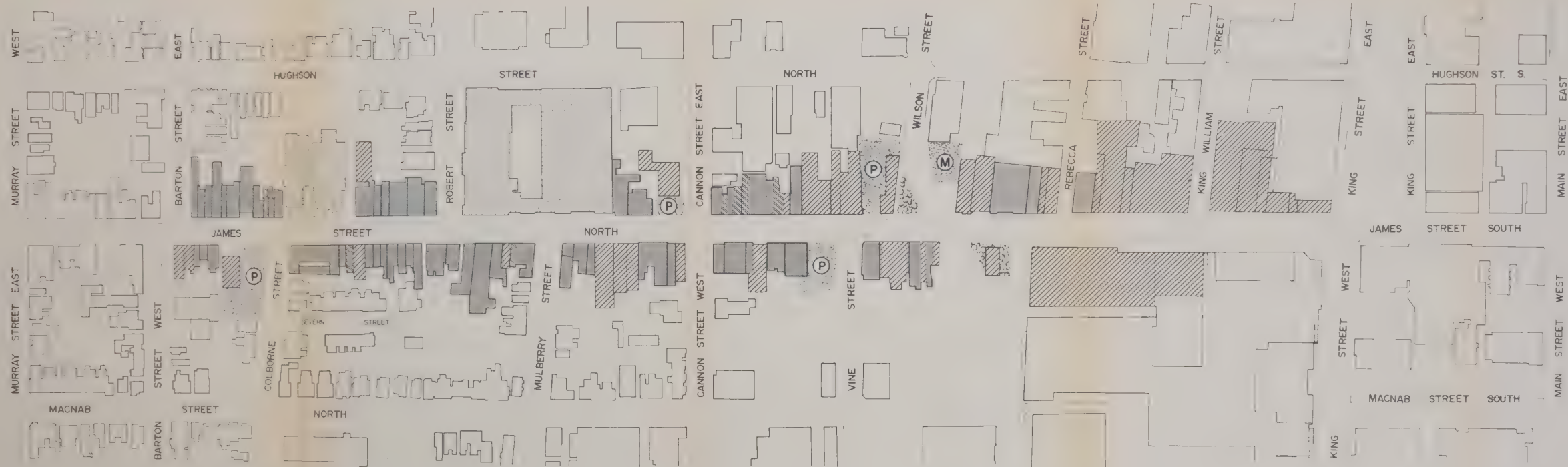
LAND USE CHARACTERISTICS AND TRENDS FACT SHEET

COMMERCIAL LAND USE

	JAMES NORTH DISTRICT	DOWNTOWN CHARACTER AREA	ETHNIC CHARACTER AREA
No. of Commercial Est.	266	186	80
Commercial Sq. Footage	838,791	687,634	151,157
1984 Vacant Units	80 (30.0%)	74 (39.8%)	6 (7.5%)
1984 Vacant Sq. Footage	66,606	55,523	11,353
1981 Vacant Units	71 (26.6%)	63 (33.8%)	8 (10.0%)
1979 Vacant Units	74 (27.8%)	60 (32.2%)	14 (17.5%)
81 to 84 Turnovers	76 (28.5%)	44 (23.7%)	32 (17.5%)
79 to 81 Turnovers	46 (17.2%)	26 (13.9%)	20 (25.0%)

BUSINESS CHARACTERISTICS

	JAMES NORTH DISTRICT	DOWNTOWN CHARACTER AREA	ETHNIC CHARACTER AREA
Commercial Occupants			
• Owner	64 (34.4%)	25 (22.3%)	39 (52.7%)
• Tenant	122 (65.5%)	87 (77.4%)	35 (47.3%)



LEGEND

- COMMERCIAL BUILDINGS
- COMMERCIAL BUILDINGS WITH VACANT UPPER FLOORS NOT ASSESSED COMMERCIAL OR RESIDENTIAL
- COMMERCIAL & RESIDENTIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- PUBLIC GREEN SPACES (PARKETTES)
- PRIVATE GREEN SPACES (FRONT YARD)
- PRIVATE PARKING LOTS
- PUBLIC PARKING LOTS

© 1994 CITY OF HAMILTON. DATA FIELD SURVEY, DOWNTOWN COMMERCIAL MONITORING STUDY

CITY OF HAMILTON

JAMES NORTH
HERITAGE DISTRICT

**GENERALIZED
LAND USE**

MAP No. 18

Merchant Ethnicity			
o Canadian	68.8%	93.0%	30.0%
o Portuguese	13.7%	0.0%	35.6%
o Italian	9.5%	2.5%	20.7%
o Other	7.7%	4.3%	13.5%
Business Language			
o Canadian	78.5%	98.7%	46.0%
o Portuguese	10.7%	0.0%	27.8%
o Italian	8.5%	0.7%	21.1%
o Other	2.3%	0.6%	4.9%
B.A. Membership	40 (21.5%)	31 (34.8%)	1 (1.4%)
Number F.T. Emp.	1,361 1.9 per Est. (Excl. Eatons)	1,263 2.4 per Est. (Excl. Eatons)	93 0.8 per Est.

RESIDENTIAL LAND USE

	JAMES NORTH DISTRICT	DOWNTOWN CHARACTER AREA	ETHNIC CHARACTER AREA
Number of Units	246	86	160
1984 Occupancy Rate	63.4%	59.3%	66.3%
1984 Vacancies	89 (36.1%)	35 (40.7%)	54 (33.8%)
1981 Vacancies	90 (36.6%)	36 (41.8%)	54 (33.8%)
Number Tenant Occupancy	135 (86.5%)	48 (94.1%)	88 (83.0%)
Number Owner Occupancy	21 (13.5%)	3 (5.8%)	18 (17.0%)
Turnover Rate (1981 to 1984)	47.5%	52.3%	45.0%
Number of Residents	306	73	233

INSTITUTIONAL LAND USE

Two Institutional Uses:

- 1) James Street Armouries; and,
- 2) Christ's Church Cathedral.

OTHER USES

Two additional land uses:

- 1) parking; and,
- 2) parkettes.

OWNERSHIP CHARACTERISTICS

	JAMES NORTH DISTRICT	DOWNTOWN CHARACTER AREA	ETHNIC CHARACTER AREA
Number of Owners/ Assessed Prop.	104	46	58
Owner Occupants	67 (64.4%)	24 (52.2%)	43 (74.1%)
Absentee Owners	31 (29.8%)	19 (41.3%)	12 (20.7%)
Absentee Owners Located Elsewhere Along James N.	6 (5.8%)	3 (6.5%)	3 (5.2%)
Turnovers	17 (16.4%)	3 (6.5%)	14 (24.1%)

6.2 COMMERCIAL LAND USE INVENTORY

The James Street North district contains a variety of commercial uses ranging from large chain department stores and professional offices, to small boutique-type shops, ethnic shops and restaurants, and personal service establishments. This diversity and range of shopping opportunities establishes the commercial character for James Street North. The overall character can be broken into two distinct areas which will be referred to as "character areas". The commercial land use characteristics are presented for the entire James North District and by character area, to provide a comparative analysis and identify trends.

Downtown Character Area

- James Street between King Street and Cannon Street

The downtown character area has a commercial character similar to many downtown retail streets. In this area, professional offices, chain retail establishments and a variety of smaller retail establishments like those found in large shopping malls are predominant.

Ethnic Character Area

- James Street between Cannon Street and Barton Street

The ethnic character area displays a commercial character which is both unique and typical. The uniqueness is created by the predominance of Portuguese and Italian retail shops and food stores. At the same time, the abundance of neighbourhood-oriented retail shops, food stores and personal service establishments are typical of inner city neighbourhood commercial districts.

Presently, even though the ethnic character area is physically associated with the downtown commercial core, its neighbourhood commercial character has resulted in this area not being associated with the core by downtown shoppers and merchants. The area's location and ethnic character, however, offers the potential for it to be integrated into the downtown more fully in the same manner as many Chinese retail districts in other cities.

6.2.2 COMMERCIAL USES AND SQUARE FOOTAGE

I JAMES STREET NORTH DISTRICT

Vacant commercial establishments represent the highest use for commercial establishments along James Street North, occupying 30.2% of all commercial establishments. This is followed by specialty stores and personal service establishments which each account for 13.8% of all commercial uses. Miscellaneous commercial establishments, professional service establishments, and general merchandise retail establishments account for the lowest percentage of uses.

Of the total commercial floor space along James Street North, general merchandise retail establishments occupy the highest percentage of floor space at 41%. This is followed by clothing and shoe stores, and finance, insurance, real estate and general business offices/services each of which occupy 11.5% and 11.1% of the total commercial floor space respectively.

Miscellaneous commercial establishments and professional service establishments occupy the least floor space with percentages of 0.2 and 0.8% respectively.

TABLE 6.1

JAMES NORTH DISTRICT
COMMERCIAL USES AND SQUARE FOOTAGE

COMMERCIAL USE CODE CATEGORY		#EST	%	SQ.FT	%SQ.FT.
SERIES #	TYPE OF COMMERCIAL				
0100	Food stores	12	4.5	11,990	1.4
0200	General merchandise	6	2.2	343,714	41
0300	Specialty stores	37	13.8	49,911	6.0
0400	Clothing & shoe stores	20	7.5	41,160	4.9
0500	Hardware, household furniture and appliance	16	6.0	96,576	11.5
0600	Restaurants & taverns	18	6.7	49,752	5.9
0800	Personal services	37	13.8	28,760	3.4
0900	Recreation & leisure	15	6.0	49,076	5.9
1000	Professional services	6	2.2	6,470	.8
1100	Finance, insurance, real estate & general business offices/services	19	7.1	92,772	11.1
1300	Miscellaneous commercial	1	.4	2,004	.2
1400	Vacant commercial	81	30.2	66,606	7.9
TOTAL		268	100	838,791	100

Source: 1984 Assessment Data, Field Survey, Downtown Commercial Monitoring Study

II DOWNTOWN CHARACTER AREA

Within the downtown character area, 39.9% (fifth and sixth floors of the Lister Block included) of all commercial units are vacant. Vacancies represent the highest percentage of commercial use. The second highest commercial use percentage is in the specialty store category, occupying 14.4% of all commercial establishments in this area.

Personal service establishments follow specialty stores occupying 12.2% of all commercial establishments. Miscellaneous commercial establishments represent the lowest percentage of commercial uses occupying only 0.5% of the district's commercial establishments.

The total commercial square footage for each commercial use category generally does not coincide with the number of establishments in percentage ranking. The highest percentage of commercial floor space (49%) is occupied by general merchandise retail establishments. Following this, finance, insurance, real estate and general business offices and services occupy 11.9% of the area's total commercial floor space. Food stores, recreation and leisure establishments, and miscellaneous commercial establishments occupy the least commercial floor space (0.6%, 0.7%, and 0.3% respectively).

TABLE 6.2







DOWNTOWN CHARACTER AREA COMMERCIAL USES AND SQUARE FOOTAGE

COMMERCIAL USE CODE CATEGORY		#EST	%	SQ.FT	%SQ.FT.
SERIES #	TYPE OF COMMERCIAL				
0100	Food stores	5	2.7	3,950	.6
0200	General merchandise	3	1.6	337,454	49.0
0300	Specialty stores	27	14.4	32,699	4.7
0400	Clothing and shoe stores	10	5.3	21,452	3.1
0500	Hardware, household furniture and appliances	8	4.3	68,181	9.9
0600	Restaurants and taverns	10	5.3	36,440	5.2
0800	Personal services	23	12.2	15,950	2.3
0900	Recreation and leisure	8	4.3	27,393	4.0
1000	Professional services	5	2.7	4,769	.7
1100	Finance, insurance, real estate and general business offices/services	13	6.9	82,089	11.9
1300	Miscellaneous commercial	1	.5	2,004	.3
1400	Vacant commercial	75	39.9	55,253	.8
TOTAL		188	100	687,634	100

Source: 1984 Assessment Data, Field Survey, Downtown Commercial Monitoring Study



LEGEND

-  FOOD STORES - 0100
-  GENERAL MERCHANDISE - 0200
-  SPECIALTY STORES - 0300
-  CLOTHING & SHOE STORES - 0400
-  HARDWARE, HOUSEHOLD FURNITURE & APPLIANCES - 0500
-  RESTAURANT & TAVERNS - 0600
-  PERSONAL SERVICES - 0800
-  RECREATION & LEISURE - 0900
-  PROFESSIONAL SERVICES - 1000
-  FINANCE, INSURANCE, REAL ESTATE & GENERAL OFFICES/ SERVICES - 1100
-  VACANT COMMERCIAL - 1400

SOURCE 1984 ASSESSMENT DATA, DOWNTOWN COMMERCIAL MONITORING STUDY, FIELD SURVEY

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
GROUND FLOOR
COMMERCIAL USES
(SERIES CODES)

NOTE: Vacant fifth and sixth floors of the Lister Block have been included in vacancy calculations. The reason for this is that even though the fifth and sixth floors of the Lister Block are not available for commercial use (slated for conversion to residential use), they were occupied during the 1979-1981 assessment.

III ETHNIC CHARACTER AREA

Within the ethnic character area, personal service establishments comprise 17.5% of all the commercial establishments in the area. This represents the highest percentage of use. This is closely followed by specialty stores, and clothing and shoe stores, each of which account for 12.5% of all commercial uses. Professional service establishments represent the least predominant commercial use with a percentage figure of only 1.3%.

Unlike the downtown character area, the floor area percentages generally coincide closely with the percentage of the number of establishments for each commercial use category. The highest percentage of commercial floor space is occupied by hardware, household furniture and appliance retail establishments (18.8%). This is closely followed by recreational and leisure establishments which occupy 14.3%, and specialty stores which occupy 11.3% of the area's commercial floor space. Professional service establishments occupy 1.1% of the commercial floor area, the lowest percentage.

TABLE 6.3

ETHNIC CHARACTER AREA COMMERCIAL USES AND SQUARE FOOTAGE

COMMERCIAL USE CODE CATEGORY		#EST	%	SQ.FT	%SQ.FT.
SERIES #	TYPE OF COMMERCIAL				
0100	Food stores	7	8.8	8,040	5.3
0200	General merchandise	3	3.8	6,260	4.1
0300	Specialty stores	10	12.5	17,212	11.3
0400	Clothing & shoe stores	10	12.5	19,708	13.0
0500	Hardware, household furniture and appliance	8	10.0	28,395	18.8
0600	Restaurants & taverns	8	10.0	13,312	8.8
0800	Personal services	14	17.5	12,810	8.4
0900	Recreation & leisure	7	8.8	21,683	14.3
1000	Professional services	1	1.3	1,701	1.1
1100	Finance, insurance, real estate & general business offices/ services	6	7.5	10,683	7.1
1400	Vacant commercial	6	7.5	11,353	7.5
TOTAL		80	100	151,157	100

Source: 1984 Assessment Data, Field Survey, Downtown Commercial Monitoring Study

6.2.2 COMMERCIAL VACANCIES

I JAMES STREET NORTH DISTRICT

Overall, vacancies have increased within the James Street North District since 1979 by approximately 2% (Table 6.4). However, there was a slight decrease in the vacancy rate (approximately 1%) between 1979 and 1981, and an increase in the vacancy rate (3%) between 1981-1984.

TABLE 6.4

JAMES NORTH DISTRICT VACANCIES AND VACANCY RATES

YEAR	VACANT UNITS	VACANCY RATE*
1984	80	30.0%
1981	71	26.6%
1979	74	27.8%

*Vacancy rates based on total of 266 commercial units.

Source: 1979, 1981, 1984 Assessment Data

II DOWNTOWN CHARACTER AREA

Vacancies in the downtown character area have been gradually increasing since 1979 (Table 6.5). Most of this increase is attributed to the Lister Block.

TABLE 6.5

DOWNTOWN CHARACTER AREA VACANCIES AND VACANCY RATES

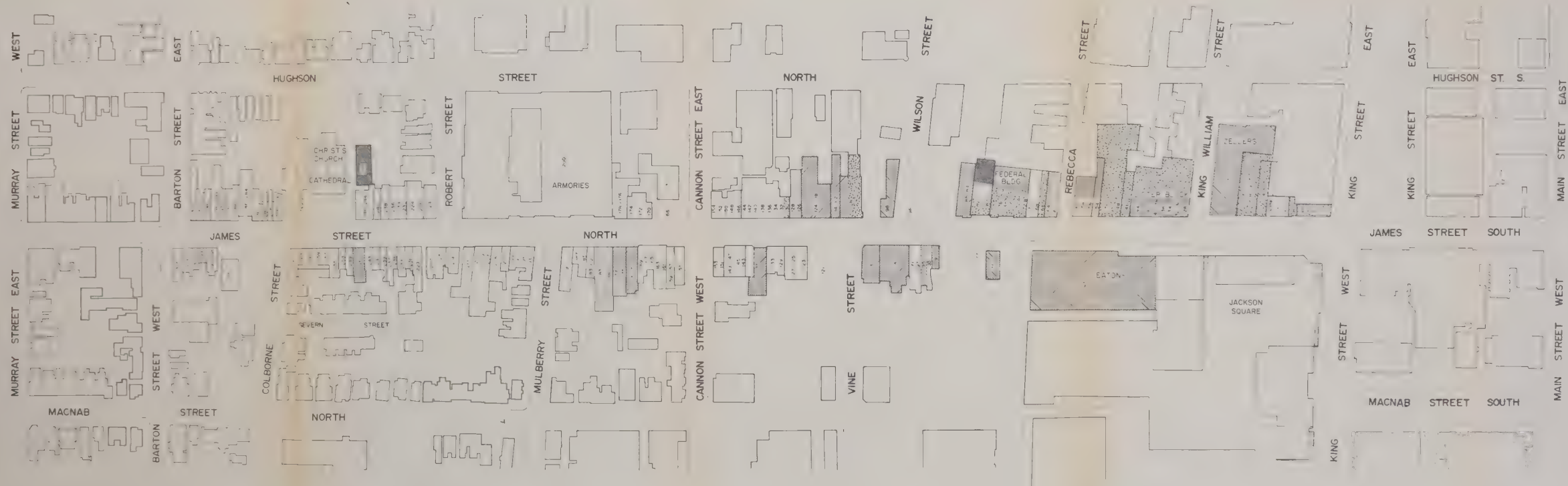
YEAR	VACANT UNITS	VACANCY RATE*
1984	74	39.8%
1981	63	33.8%
1979	60	32.2%

*Vacancy rate based on total of 186 commercial units

Source: 1979, 1981, 1984 Assessment Data

*Note: The fifth and sixth floors of the Lister Block have been included in the vacancy, turnover, and changes in use calculations because they were occupied prior to the 1984 Assessment, and are integral to attaining accurate data on vacancies, turnovers and changes in use.

NOTE: Discrepancy between the total of 268 commercial units (Table 6.1) tabulated for the land use code information, and the actual total of 266 units, (Table 6.4) is the result of 2 uses and 1 vacancy, for existing commercial establishments. The extra use and vacancy were tabulated separately for the use code information but were included as part of the commercial establishment actual unit totals.



CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
 UPPER FLOOR
 COMMERCIAL USES

III ETHNIC CHARACTER AREA

Vacancies in the ethnic character area have decreased by over 50% since 1979 (Table 6.6). The actual vacancy rate has decreased by 10%.

TABLE 6.6

ETHNIC CHARACTER AREA VACANCIES AND VACANCY RATES

YEAR	VACANT UNITS	VACANCY RATE*
1984	6	7.5%
1981	8	10.0%
1979	14	17.5%

*Vacancy rates based on total of 80 commercial units

Source: 1979, 1981, 1984 Assessment Data

6.2.3 TURNOVERS, TURNOVER RATES AND CHANGES IN USE

I JAMES STREET NORTH DISTRICT

Overall, the James Street North District has experienced an 11% increase in turnovers between 1979-1981 and 1981-1984 (Table 6.7). For the entire district, the majority of turnover increase was in the owner/tenant and associated use change category which accounts for approximately 10% of the 11% increase. There was also an increase of approximately 3% in vacancies created between 1979-81 and 1981-84. However, this increase was largely cancelled out by the approximate 2% decrease in vacancies filled between the two time periods.

TABLE 6.7

JAMES NORTH DISTRICT TURNOVERS AND CHANGES IN USE

CHANGE IN USE	1981 - 1984		1979 - 1981	
	T.O.	RATE%	T.O.	RATE%
Vacancies created	22	8.3	11	4.9
Vacancies filled	13	4.9	21	7.9
Owner/Tenant use changes	41	15.4	14	5.3
TOTAL	76	28.5	46	17.2

*Turnover rates based on total of 266 commercial units.

Source: 1979, 1981, 1984 Assessment Data

TABLE 6.8

JAMES NORTH DISTRICT
PERCENTAGE BREAKDOWN IN TURNOVERS
1981-1984 AND 1979-1981

CATEGORIES	1981 - 1984 TURNOVER = 76	1979 - 1981 TURNOVER=46
Vacancies created	28.9%	23.9%
Vacancies filled	17.1%	45.70%
Owner/Tenant use changes	53.9%	30.4%
TOTAL	100%	100%

*Percentage breakdown in turnovers based on total turnovers for each period.

Source: 1979, 1981, 1984 Assessment Data

II DOWNTOWN CHARACTER AREA

The turnover rate within the downtown character area increased by approximately 10% between 1979-1981 and 1981-1984 (Table 6.9). This increase is primarily the result of an almost 6% increase in vacancies created between 1981-1984 over the 1979-1981 period. Ownership/tenant, and associated use changes also increased by 4% between the 1979-81 period and the 1981-84 period. The lowest turnover was in the vacancies filled category, accounting for 18.2% of the 1981-84 turnovers (Table 6.10). The turnovers related to vacancies filled also increased but only by 0.5% over the 1979-81 period.

TABLE 6.9

DOWNTOWN CHARACTER AREA
TURNOVERS AND CHANGES IN USE

CHANGE IN USE	1981 - 1984		1979 - 1981	
	T.O.*	RATE%	T.O.	RATE%
Vacancies created	19	10.2	9	4.8
Vacancies filled	8	4.3	7	3.8
O/T, use changes	17	9.1	10	5.4
TOTAL	44	23.7	26	13.9

*Turnover rate based on total of 186 commercial units.

Source: 1979, 1981, 1984 Assessment Data.



LEGEND

- 1981 - 1984 TURNOVER
- 1979 - 1981 TURNOVER
- 1979 - 1981 & 1981 - 1984 TURNOVER

SOURCE 1979, 1981, 1984 ASSESSMENT DATA

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
GROUND FLOOR
COMMERCIAL TURNOVERS



MAP No. 21

TABLE 6.10

DOWNTOWN CHARACTER AREA
PERCENTAGE BREAKDOWN IN TURNOVERS
1981-1984 AND 1979-1981

CATEGORIES	1981 - 1984 TURNOVER = 44	1979 - 1981 TURNOVER = 26
Vacancies created	43.2%	34.6%
Vacancies filled	18.2%	26.9%
Owner/Tenant use changes	38.6%	38.5%
TOTAL	100%	100%

Source: 1979, 1981, 1984 Assessment Data

III ETHNIC CHARACTER AREA

The turnover rate within the ethnic character area increased by 15% (40-25) between 1979-1981 and 1981-1984 (Table 6.11). This increase in turnovers is primarily the result of owner and tenant changes with corresponding changes in use. These changes account for 75% (Table 6.12) of the 1981-84 turnovers with an increase of 25% (30-5) over the 1979-1981 period. In the 1981-84 period, the number of vacancies filled decreased by approximately 11% (7.5-6.4) from the 1979-81 period. The number of vacancies created remained relatively constant between the two time periods.

TABLE 6.11

ETHNIC CHARACTER AREA
TURNOVERS AND CHANGES IN USE

CHANGE IN USE	1981 - 1984		1979 - 1981	
	T.O.*	RATE%	T.O.	RATE%
Vacancies created	3	3.8	2	2.5
Vacancies filled	5	6.4	14	17.5
Owner/Tenant use changes	24	30	4	5
TOTAL	32	40	20	25

*Turnover rate based on total of 80 commercial units.

Source: 1979, 1981, 1984 Assessment Data.

TABLE 6.12

ETHNIC CHARACTER AREA
PERCENTAGE BREAKDOWN IN TURNOVERS
1981-1984 AND 1979-1984

CATEGORIES	1981 - 1984 TURNOVER = 32	1979 - 1981 TURNOVER = 20
Vacancies created	9.4%	10.0%
Vacancies filled	15.6%	70.0%
Owner/Tenant use changes	75.0%	20.0%
TOTAL	100%	100%

Source: 1979, 1981, 1984 Assessment Data

6.2.4 MERCHANT ETHNICITY AND BUSINESS LANGUAGE

I JAMES STREET NORTH DISTRICT

For the entire James Street North district, approximately 70% of the merchants are Canadian (Table 6.13). The majority of the ethnic merchants are Portuguese (13.7%). English ranks as the predominant language used between merchants and customers at 78.5%. The most predominant ethnic language used is Portuguese, accounting for 10.7% of merchant customer communication.

TABLE 6.13

JAMES NORTH DISTRICT
MERCHANT ETHNICITY AND BUSINESS LANGUAGE

ETHNICITY OR LANGUAGE	MERCHANT ETHNICITY %	BUSINESS LANGUAGE %
Canadian	68.8%	78.5%
Portuguese	13.7%	10.7%
Italian	9.5%	8.5%
Other	7.7%	2.3%

Source: Field Survey

II DOWNTOWN CHARACTER AREA

The majority of merchants in the downtown character area identified themselves as Canadian (Table 6.14). Consequently, the primary language used by merchants and clients is English.

TABLE 6.14

DOWNTOWN CHARACTER AREA
MERCHANT ETHNICITY/BUSINESS LANGUAGE

ETHNICITY AND LANGUAGE	MERCHANT ETHNICITY %	BUSINESS LANGUAGE %
Canadian (Eng.)	93%	98.7%
Portuguese	0%	0%
Italian	2.5%	.7%
Other	4.3%	.6%
TOTAL	99.8%	100%

Source: Field Survey

III ETHNIC CHARACTER AREA

Approximately 55% of the merchants in the ethnic character area identified themselves as being either Portuguese or Italian. Only 30% of the merchants in the area are Canadian. The high ethnic merchant rate is accompanied by an ethnic business language rate of over 50% (Table 6.15).

TABLE 6.15

ETHNIC CHARACTER AREA
MERCHANT ETHNICITY/BUSINESS LANGUAGE

ETHNICITY AND LANGUAGE	MERCHANT ETHNICITY	BUSINESS LANGUAGE
Canadian (Eng.)	30.0%	46.0%
Portuguese	35.6%	27.8%
Italian	20.7%	21.1%
Other	13.2%	4.9%
TOTAL	97.5	99.3

Source: Field Survey

6.2.5 OWNER/TENANT COMMERCIAL OCCUPANTS

I JAMES STREET NORTH DISTRICT

Within the entire James Street North district, 186 of the 256 commercial units are occupied. Of these approximately 65% are occupied by tenants, while 35% are occupied by owners (Table 6.16).

TABLE 6.16

JAMES NORTH DISTRICT
COMMERCIAL OCCUPANT CHARACTERISTICS

OCCUPANT CHARACTERISTIC	# OCCUPIED UNITS	% OCCUPIED UNITS
OWNER	64	34.4
TENANT	122	65.6
TOTAL	186	100

Source: 1984 Assessment Data, Field Survey

II DOWNTOWN CHARACTER AREA

In the downtown character area, there are 186 commercial units. Of these, 112 are occupied, primarily by tenants.

TABLE 6.17

DOWNTOWN CHARACTER AREA
COMMERCIAL OCCUPANT CHARACTERISTICS

OCCUPANT CHARACTERISTIC	# OCCUPIED UNITS	% OCCUPIED UNITS
Owner	25	22.3
Tenant	87	77.4
TOTAL	112	100

Source: 1984 Assessment Data, Field Survey

III ETHNIC CHARACTER AREA

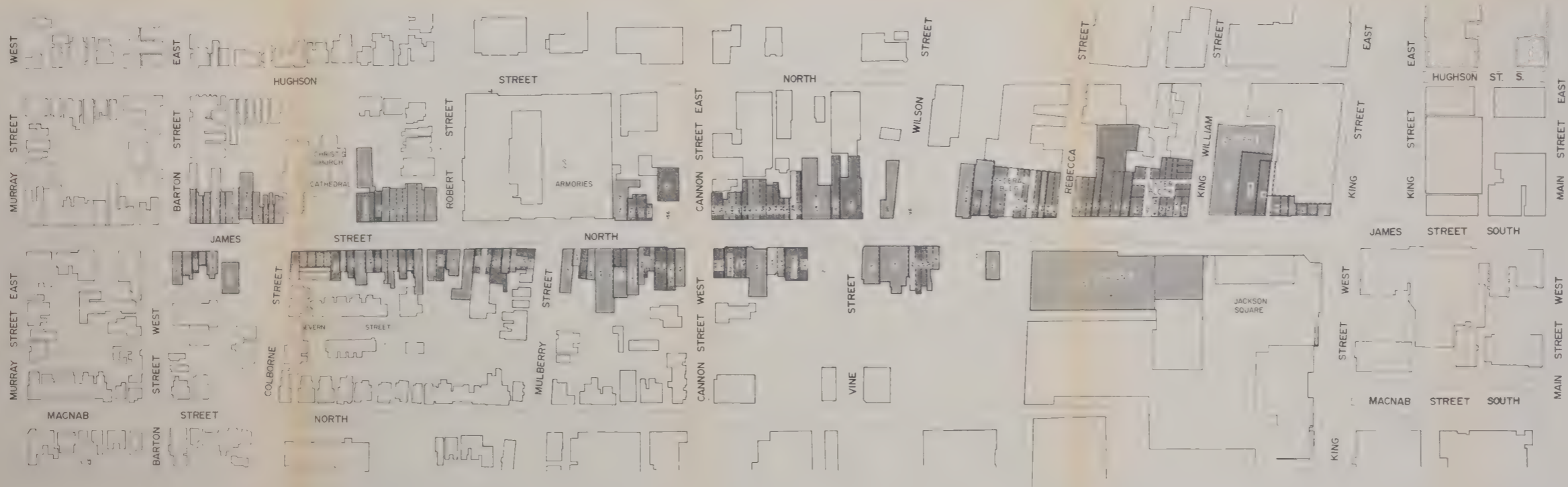
In the ethnic character area, there are 80 commercial units. 74 of these units are occupied. Of the occupied units, approximately 1/2 (52.7%) are owner occupied with the other 1/2 (47.3%) being tenant occupied.

TABLE 6.18

ETHNIC CHARACTER AREA
COMMERCIAL OCCUPANT CHARACTERISTICS

OCCUPANT CHARACTERISTIC	# OCCUPIED UNITS	% OCCUPIED UNITS
OWNER	39	52.7
TENANT	35	47.3
TOTAL	74	100

Source: 1984 Assessment Data, Field Survey



LEGEND

- OWNER OCCUPIED
- TENANT OCCUPIED
- VACANT

SOURCE 1984 ASSESSMENT DATA, FIELD SURVEY

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
GROUND FLOOR
COMMERCIAL OWNER /
TENANT OCCUPANCY

MAP No. 22

6.2.6 BUSINESS ASSOCIATION MEMBERSHIPS

I JAMES STREET NORTH DISTRICT

40 business people, or 40 businesses, along James Street North are members of the James North Business Association or the Downtown Business Association. This represents a 21.5% membership rate. The majority of business association members are located between King Street and Cannon Street.

TABLE 6.19

TOTAL BUSINESS ASSOCIATION MEMBERSHIPS

AREA	# MEMBERS	% PROPRIETORS
Downtown character area	31	34.8%
Ethnic character area	1	1.4%
TOTAL	40	21.5%

II DOWNTOWN CHARACTER AREA

Of the 112 merchants or occupied commercial establishments, 31 or 34.8% are members of either the James North Business Association or Downtown Business Association.

III ETHNIC CHARACTER AREA

Of the 74 occupied commercial establishments in the ethnic character area, 1 commercial proprietor or 1.4% of all commercial proprietors, is a member of the James North Business Association.

6.2.7 NUMBER OF FULL-TIME EMPLOYEES

I JAMES STREET NORTH DISTRICT

Overall, the 186 commercial establishments along James Street employ 1,361 persons on a full-time basis with an average number of employees per business, excluding the 1,000 Eaton's employees, being 1.9.

II DOWNTOWN CHARACTER AREA

The 112 commercial establishments within the downtown character area employ approximately 1,268 persons on a full-time basis. (This figure excludes the business owner(s) and any family members who may be employed by the business.) Excluding Eaton's, (the largest single commercial establishment employing approximately 1,000 persons), the average number of employees per establishment is 2.4.

III ETHNIC CHARACTER AREA

The 74 commercial establishments within the ethnic character area employ approximately 93 persons on a full-time basis (excluding business owner(s) and family members). The average number of employees per business is approximately 0.8.

TABLE 6.20

JAMES NORTH DISTRICT NUMBER OF FULL-TIME EMPLOYEES

AREA	#COMM. EST.	#EMPLOYEES	AVG. PER EST.
Downtown character area	112	1,263	2.4 (excluding Eaton's)
Ethnic character area	74	93	.8
TOTAL - James N. District	186	1,361	1.9 (excluding Eaton's)

Source: Field Survey

6.2.8 COMMERCIAL LAND USE TRENDS SUMMARY

Some very noteworthy trends are apparent regarding commercial land uses along James Street North. The trends add additional dimensions to the two distinct commercial districts (downtown or ethnic character areas).

I COMMERCIAL USES AND SQUARE FOOTAGE

The downtown character area (the section of James Street North between King Street and Cannon Street), accommodates 2 1/2 times the number of commercial establishments and 4 1/2 times the commercial floor space of the ethnic character area, or the section of James Street North between Cannon Street and Barton Street.

The predominant statistical uses for commercial units within the downtown character area are as follows:

- First - vacant commercial space. This use is not readily apparent as vacant commercial units are concentrated primarily on upper floors.
- Second - specialty stores. These commercial uses are located mostly at grade, fronting onto James Street making them visually prominent.

The primary statistical uses for commercial units within the ethnic character area are as follows:

- First - personal service establishments.

Second - specialty stores.

Third - clothing and shoe stores.

All of these commercial uses are located at grade fronting onto James Street making these uses visually prominent.

The statistically and visually predominant specialty store uses within both character areas create a sense of commercial unity along the entire length of James Street between King and Barton.

The percentage of floor space which the different commercial categories occupy, has no consistency between the two character areas. Within the downtown character area, the highest percentages of commercial floor space are occupied by:

- First - general merchandise retail establishments. Most of the space is concentrated in one establishment - Eatons - which has 4 1/2 floors of retail floor space.
- Second - finance, insurance, real estate and general business offices. These uses are concentrated primarily on upper floors.
- Third - hardware and household furniture and appliance establishments. Eventhough these uses front onto James Street, this statistic is somewhat misleading (establishments in this use category utilize their upper floors for display purposes).

Specialty stores which are visually prominent within the downtown character area rank fifth with regards to percentage of commercial floor space occupied.

Within the ethnic character area the highest percentage of commercial floor space are occupied by:

- First - hardware and household furniture and appliance establishments. As was the case in the downtown character area, this statistic is somewhat misleading (as establishments in this category generally occupy the largest commercial units and utilize the upper floors of their buildings).
- Second- recreational and leisure establishments. These uses are not visually prominent since they occupy the back area on ground floors and/or the upper floors of the buildings in which they are located.
- Third - specialty stores. As noted, these establishments are visually and statistically prominent within the ethnic character area.

There are clearly very few similarities between the two character areas in terms of commercial uses and the percentage of commercial floor space occupied. These differences separate the two character areas. The downtown character area is typical of

downtown retail streets, whereas the ethnic character area is typical of a neighbourhood commercial district. The only commercial uses which appear to unify the two areas, are those classified as specialty stores.

II VACANCIES

Vacancy rates within the downtown character area have been increasing gradually since 1979. The ethnic character area has witnessed a decrease in vacancy rates over the same time period. In the downtown character area, the majority of vacancies created are concentrated in one building - the Lister Block. The upper floors of this building are slated for conversion to residential use.

III TURNOVERS

Turnover rates within both the downtown and ethnic character areas have increased substantially in the 1981-84 period over the 1979-81 period. Within both character areas, the most noticeable turnover increases are associated with vacancies created and owner/tenant and associated use changes. Both districts experienced increases. However, the rate of increase and number of changes were considerably higher in the ethnic character area. Another noteworthy statistic for the ethnic character area is the substantial decrease in vacancies filled in the 1981-84 period over the 1979-81 period.

IV MERCHANT ETHNICITY, BUSINESS LANGUAGE AND BUSINESS ASSOCIATION MEMBERSHIPS

The downtown character area is comprised primarily of Canadian merchants. Consequently, the predominant language used in businesses is English. Within the ethnic character area, only 1/3 of the merchants are Canadian and over 1/2 the commercial proprietors are Portuguese (highest) or Italian. English, however, is still the main business language (use of Portuguese and Italian languages in businesses accounts for less than 20%).

The concentration of ethnic merchants north of Cannon Street strengthens the distinction between the two character areas. Downtown merchants and shoppers may feel psychologically and socially removed from the ethnic character area. This observation appears to be supported by business association memberships within the downtown character area. Approximately 1/3 of the commercial proprietors are members of the James North Business Association and the Downtown Business Association. Within the ethnic character area, only one commercial proprietor located at the corner of James Street and Cannon, is a member of the James North Business Association. The majority of the remaining commercial proprietors within the ethnic character area are not aware that a business association exists.

V NUMBER OF EMPLOYEES

Excluding Eaton's, the average number of employees per establishment is 2.4. The commercial establishments located within the ethnic character area employ an average of 0.8

employees per business. These figures do not include business owners or their family members. The fact that only 0.8 employees are employed per establishment in the ethnic area, indicates that a substantial percentage of businesses north of Cannon are family businesses and are operated solely by the commercial proprietor. This trend is not evident in the downtown character area.

6.3 RESIDENTIAL LAND USE INVENTORY

The upper floors of many commercial establishments along James Street North accommodate residential tenants in both apartments and tenant rooms. Correspondence from the Hamilton-Wentworth Department of Social Services indicates that eight families and 61 singles who reside in these above-store accommodations (26.6% of the residents), are recipients of general welfare assistance. In addition, a number of commercial proprietors who are property owners along the north end of James Street, reside above their commercial establishment.

The residential land use follows the same pattern as commercial land use. There are two distinct residential districts or character areas.

Downtown Character Area

- James Street between King Street and Cannon Street

The use of upper floors for residential accommodation is very low in this area, even though the density of residential units per building is high. Generally, the residents located in this area are not of a distinct ethnic background.

Ethnic Character Area

- James Street between Cannon Street and Barton Street

The upper floors of most of the buildings in this area are used for residential purposes, with the average number of units per building being in the 2-6 unit range.

A number of upper floor residential occupants are proprietors of the ground floor commercial establishments. This situation is most prevalent where the resident and commercial proprietor is the building owner. Approximately 1/2 the occupants in this area are of an ethnic origin, either Portuguese or Italian. This adds to the area's ethnic character.

6.3.1 JAMES STREET NORTH DISTRICT

The entire James North district has a total of 246 residential units (including apartments and rooms). The following set of tables have been formed to provide a residential inventory for the entire James North district.

TABLE 6.21

JAMES NORTH DISTRICT
RESIDENTIAL INVENTORY BASE DATA
BY BLOCK - REFER TO MAP 23 FOR BLOCK NUMBERS

1984					TURNS 1981-1984 1984			
BLOCK NO.	NO. UNITS	TENANT OCCUPIED	OWNER OCCUPIED	VACANT UNITS	TO VACANT	TO OCCUPIED	VACANT TENANT CHANGE	NO. OF RESIDENTS
1	8	3	0	5	1	0	3	4
2	17	8	1	8	0	4	3	20
3	23	14	3	6	1	4	8	30
4	72	31	8	33	6	4	17	87
5	4	4	0	0	0	0	0	5
6	52	33	7	12	6	7	17	99
7	9	6	0	3	2	0	0	12
8	11	4	2	5	1	2	2	10
9	28	21	0	7	3	2	14	27
10	22	12	0	10	4	2	4	12
TOTAL	246	135	21	89	24	25	68	306

Source: 1981, 1984 Assessment Data, Field Survey

I VACANCIES AND VACANCY RATES

Within the entire James North district, residential vacancies and the residential vacancy rate has remained relatively constant since 1981.

TABLE 6.22

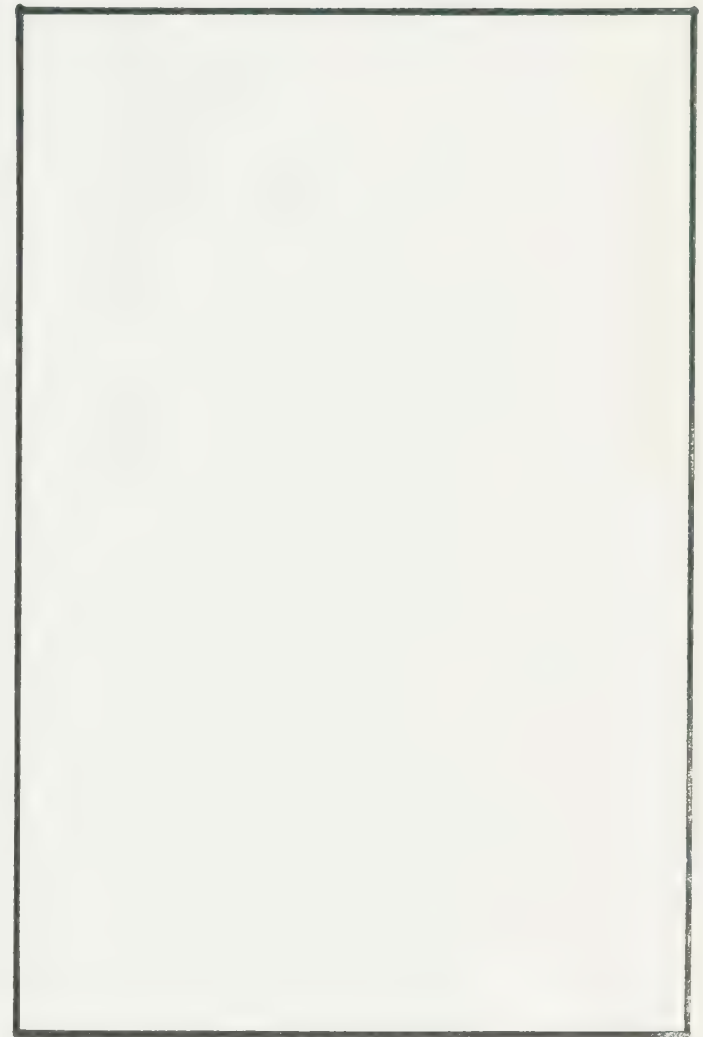
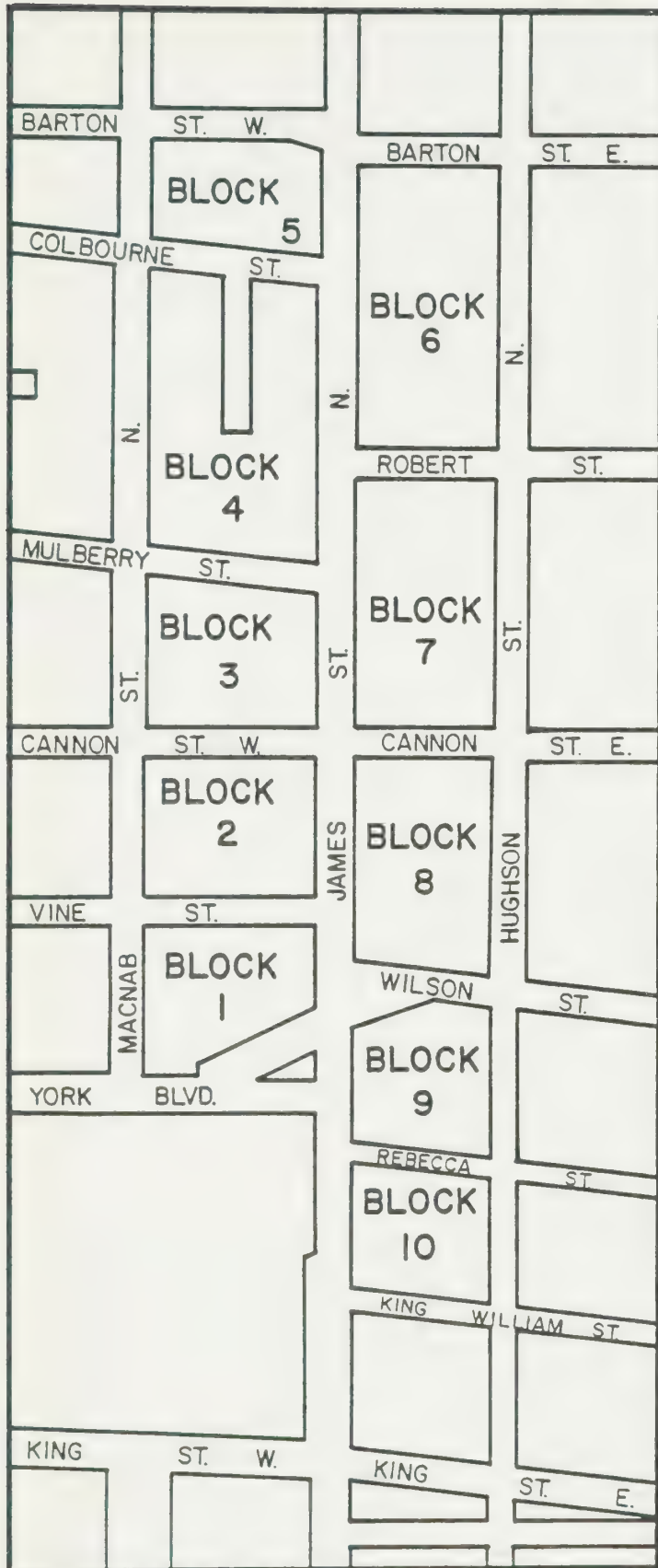
JAMES NORTH DISTRICT
VACANCIES AND VACANCY RATES 1981-1984
(TOTAL NUMBER OF RESIDENTIAL UNITS -246)

YEAR	NO. VACANT UNITS	VACANCY RATE
1984	89	36.1%
1981	90	36.6%

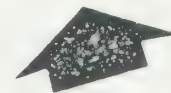
Source: 1981, 1984 Assessment Data

II TURNOVERS

The James North district as a whole has a very high residential turnover rate (47.5%). 58.1% of these turnovers are associated with tenant or occupant changes.



CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
 RESIDENTIAL LAND USE
 BLOCK No. REFERENCES



MAP No. 23

TABLE 6.23

JAMES NORTH DISTRICT
TURNOVERS AND TURNOVER CHARACTERISTICS

TURNOVER CHARACTERISTICS	1981-1984		
	NO. UNITS	% OF TURNOVER	TURNOVER RATE (%)
Vacancies created	24	20.5	9.8
Vacancies filled	25	21.3	10.2
Tenant changes	68	58.1	27.6
TOTAL	117	100	47.5

III OCCUPANT CHARACTERISTICS

Of the 246 residential units within the James North district, 156 are occupied (86.5% being tenant occupied).

TABLE 6.24

JAMES NORTH DISTRICT
1984 OCUPANT CHARACTERISTICS

CHARACTERISTICS	NO. OF UNITS	% OF OCC. UNITS	OCC. RATE %
Owner	21	13.5%	8.5%
Tenant	135	86.5%	54.9%
TOTAL	156	100%	63.4%

Source: 1981, 1984 Assessment Data

IV NUMBER OF RESIDENTS

The 156 occupied residential units within the James North district accommodate 306 residents. This represents an average of 2 residents per unit.

6.3.2 DOWNTOWN CHARACTER AREA

Within the downtown character area, there are a total of 86 residential units (including apartments and tenant rooms). Table 6.25 outlines the base data by blocks.



LEGEND

- 1 UNIT
- 2-4 UNITS
- 5-10 UNITS
- 10-20 UNITS
- 20+ UNITS
- OWNER - RESIDENTIAL OCCUPANT
- OWNER - RESIDENTIAL & COMMERCIAL OCCUPANT
- TENANT OCCUPIED
- ALL UNITS VACANT OR CONDEMNED

FOR ASSESSMENT DATA SEE SUPPLY

CITY OF HAMILTON
 JAMES NORTH
 HERITAGE DISTRICT
 RESIDENTIAL LAND
 USE INVENTORY

TABLE 6.25

DOWNTOWN CHARACTER AREA
RESIDENTIAL INVENTORY BASE DATA
BY BLOCK - REFER TO MAP 24 FOR BLOCK NUMBERS

BLOCK NO.	NO. UNITS	1984			TURNS 1981-1984			
		TENANT	OWNER	VACANT	TO OCCUPIED	TO VACANT	1984 TENANT NO. OF CHANGE	1984 NO. OF RESIDENTS
1	8	3	0	5	1	0	3	4
2	17	8	1	8	0	4	3	20
8	11	4	2	5	1	2	2	10
9	28	21	0	7	3	2	14	27
10	22	12	0	10	4	2	4	12
TOTAL	86	48	3	35	9	10	26	73

Source: 1981, 1984 Assessment Data, Field Survey

I VACANCIES AND VACANCY RATES

The number of vacancies and the vacancy rate for residential units within the downtown character area have remained relatively constant since 1981.

TABLE 6.26

DOWNTOWN CHARACTER AREA
VACANCIES AND VACANCY RATES 1981-1984
(TOTAL NUMBER OF RESIDENTIAL UNITS - 86)

YEAR	NO. VACANT UNITS	VACANCY RATE
1984	35	40.7
1981	36	41.8

Source: 1981, 1984 Assessment Data

II TURNS

The turnover rate for residential units within the downtown character area between 1981 and 1984 is relatively high, (over 50%). Over 1/2 of the turns were associated with tenant or occupancy changes. Turns associated with vacancies created and vacancies filled, only account for a little over 20% of the 57.8% turnover rate.

TABLE 6.27

DOWNTOWN CHARACTER AREA
TURNOVERS AND TURNOVER CHARACTERISTICS

TURNOVER CHARACTERISTICS	NO. UNITS	1981-1984	
		% OF TURNOVER	TURNOVER RATE (%)
Vacancies created	9	20.0	10.5
Vacancies filled	10	22.2	11.6
Tenant changes	26	57.8	30.2
TOTAL	45	100%	52.3

Source: 1981, 1984 Assessment Data

III OCCUPANT CHARACTERISTICS

Of the 86 residential units within the downtown character area, 51 or 59.3% are occupied. Of the occupied units, over 90% are occupied by tenants.

TABLE 6.28

DOWNTOWN CHARACTER AREA
1984 OCCUPANT CHARACTERISTICS

CHARACTERISTICS	NO. OF UNITS	% OF OCC. UNITS	OCC. RATE %
Owner	3	5.8	3.5
Tenant	48	94.1	55.8
TOTAL	51	100	59.3

Source: 1981, 1984 Assessment Data

IV NUMBER OF RESIDENTS

The 51 occupied residential units accommodated 73 residents representing an average of 1.4 occupants per unit. Because of the high turnover among tenants, the number of residents cited is unreliable (the total number of residents fluctuates considerably).

6.3.3 ETHNIC CHARACTER AREA

Within the ethnic character area, there are a total of 180 residential units including apartments and tenant rooms.

TABLE 6.29

ETHNIC CHARACTER AREA
RESIDENTIAL INVENTORY BASE DATA BY
BLOCK - REFER TO MAP 23 FOR BLOCK NUMBERS

BLOCK NO.	TENANT UNITS	1984			TURNS 1981-1984			1984 NO. OF RESIDENTS
		TENANT OCCUPIED	OWNER OCCUPIED	VACANT UNITS	TO VACANT	TO OCCUPIED	VACANT TENANT CHANGE	
3	23	14	3	6	1	4	8	30
4	72	31	8	33	6	4	17	87
5	4	4	0	0	0	0	0	5
6	52	33	7	12	6	7	17	99
7	9	6	0	3	2	0	0	12
TOTAL	160	88	18	54	15	15	42	233

Source: 1981, 1984 Assessment Data, Field Survey

I VACANCIES AND VACANCY RATES

The number of vacancies and the vacancy rate for residential units within the ethnic character area has remained constant since 1981.

TABLE 6.30

ETHNIC CHARACTER AREA
VACANCIES AND VACANCY RATES 1981-1984
(TOTAL NUMBER OF RESIDENTIAL UNITS - 160)

YEAR	NO. VACANT UNITS	VACANCY RATE
1984	54	33.8%
1981	54	33.8%

Source: 1981, 1984 Assessment Data

II TURNOVERS

The ethnic character area has experienced a relatively high turnover rate between 1981 and 1984. This rate is not quite as high as the rate associated with the downtown character area. Tenant or occupancy turnovers account for 58.3% of all the turnovers (Table 6.31). Turnovers associated with vacancies created and vacancies filled, only account for approximately 20% of the 45% turnover rate.

TABLE 6.31

ETHNIC CHARACTER AREA
TURNS AND TURNS CHARACTERISTICS

TURNS CHARACTERISTICS	NO. UNITS	1981-1984	
		% OF TURNS	TURNS RATE (%)
Vacancies created	15	20.8	9.4
Vacancies filled	15	20.8	9.4
Tenant changes	42	58.3	26.3
TOTAL	160	100	45

Source: 1981, 1984 Assessment Data

III OCCUPANT CHARACTERISTICS

106 of the 160 residential units within the ethnic character area are occupied. Over 80% are tenant occupied.

TABLE 6.32

ETHNIC CHARACTER AREA
1984 OCCUPANT CHARACTERISTICS

CHARACTERISTICS	NO. OF UNITS	% OF OCC. UNITS	OCC. RATE %
Owner	18	17	11.3
Tenant	88	83	55.0
TOTAL	106	100	66.3

Source: 1981, 1984 Assessment Data

IV NUMBER OF RESIDENTS

Within the ethnic character area, the 106 occupied units accommodate 233 residents with an average of 2.2 occupants per unit. The total number of residents may not be accurate due to high turnover rates.

6.3.4 RESIDENTIAL LAND USE TRENDS (CHARACTER AREA COMPARISON)

The analysis of residential land use by character area did not reveal obvious trends. As with the commercial land use and commercial characteristics there are two very distinct character areas of residential land use and resident characteristics.

I NUMBER AND LOCATION OF RESIDENTIAL UNITS

The ethnic character area accommodates approximately two times the number of residential units as the downtown character area. The 160 units within the ethnic character area occupy the upper floors of most buildings while the majority of the 86 residential units within the downtown character area are concentrated within three buildings

- 54-60 James
- 72 James
- 123 1/2 James.

II VACANCIES AND VACANCY RATES

Both the downtown character area and the ethnic character area have not experienced any real increase or decrease in vacancy rates between 1981 and 1984. In comparing the two areas, the downtown character area has maintained a vacancy rate which is approximately 7% higher than that of the ethnic character area. The high vacancy rates for both areas can be attributed to the poor interior condition of many residential units. Some units have not been occupied for years and in some instances, units have been condemned. This is more prevalent in the downtown character area.

III TURNOVERS

The turnover rates and percentage of turnover characteristics are virtually identical for both character areas. This indicates that the residential appeal for the entire James North district is similar. The two district character distinctions do not seem to influence turnover rates to any degree.

IV OCCUPANT CHARACTERISTICS

The vacancy rate comparison between the two character areas indicates a slightly higher vacancy rate for the downtown character area. The occupancy rate is approximately 7% higher in the ethnic character area. Within both areas, the majority of residents are tenants. However, the ethnic character area accommodates approximately 10% more owners over the downtown character area. In most cases, owner residential occupants and their families occupy the entire building in which they reside - the upper floors for their residence, and the ground floor as their commercial establishment. Also, survey data indicates that the majority of owner occupants located within the ethnic character area are Portuguese or Italian. Approximately 1/3 of the residential tenants located within the ethnic character area are also of either Portuguese or Italian descent. No ethnic resident trends were identified within the downtown character area. Resident ethnicity characteristics follow the two character area delineations in the same manner as the commercial characteristics.

V NUMBER OF RESIDENTS PER HOUSEHOLD

The ethnic character area accommodates three times as many residents as the downtown character area, indicating that this area is more residentially oriented. Per unit, the ethnic character area accommodates 2.2 residents while the downtown character area accommodates 1.4 residents. This indicates that there are more households within the ethnic character area with three or more persons.

6.4 INSTITUTIONAL LAND USE INVENTORY

There are two major institutional establishments located along James Street North - the James Street Armouries and Christ's Church Cathedral. Both these institutions occupy substantial tracts of land along the east side of James Street between Cannon and Barton - the ethnic character area. Refer to Map 18.

6.4.1 NATURE OF INSTITUTIONAL USES

I JAMES STREET ARMOURIES - 200 James Street North

- owned by Public Works Canada
- access to/or entrance into the compound area is restricted to army and authorized personnel
- Armouries compound accommodates:
 - army offices
 - drill halls
 - large central courtyard
- half the Armoury compound is vacant and is not used for any purpose other than possibly a storage area

In the early 1900s, the James Street Armouries formed an integral part of the city's community life. The compound and facilities, during this time were a centre for community events and the inner courtyard served as the starting point for parades. This is no longer the case. This, in addition to the lack of retail continuity along the Armouries James Street frontage, is causing some business people to classify the Armouries as a disamenity for James Street, regardless of the structure's historical value.

II CHRIST'S CHURCH CATHEDRAL (Anglican Church) - 152 and 154 James Street N.

- owned by the Board of Trustees of Christ's Church Cathedral
- 152 James - the actual cathedral structure is used solely for worship
- 154 James - Cathedral ancillary building accommodates:
 - church offices
 - pastoral chapel
 - parish hall
 - meeting rooms
- several programs are administered and operated within the Cathedral ancillary building
 - interfaith refugee counselling
 - pastoral counselling
 - outreach programs
 - neighbourhood community events

Being of the Anglican denomination, the Cathedral and programs administered do not serve the surrounding Portuguese and Italian community. The neighbourhood community events which the Church sponsors are not designed for the surrounding ethnic neighbourhoods. However, little concern was expressed with the Cathedral. Neither the business people nor the residents feel that it is out of character or out of place in the area. Rather, the Cathedral is considered a complementary land use and unique focal point or landmark.

6.4.2 COMMERCIAL/INSTITUTIONAL LAND USES

Some commercial/institutional land uses in the form of banks and specialty schools are also located along James Street North. Since these uses and establishments have been classified and categorized under the commercial land use inventory, they will only be listed.

1. T.D. Bank - 75 James North
2. Bank of Montreal - 303 James North
3. Canadian Imperial Bank of Commerce - 305 James N.
4. Stelco Employees Credit Union - 16 James North
5. Marvel Beauty Schools - 10 1/2 James North

6.5 OTHER USES

The only other land uses along James Street North other than the commercial, institutional and upper floor residential uses are parking and small pocket parks or parkettes.

6.5.1 PARKING

There are three parking lots located along James North, identified on Map 18. These lots do not conflict with the commercial character of the area, as they serve a necessary function. However, the lots do break the retail continuity and are unsightly from the sidewalk. The situation could be easily remedied through buffering and landscaping measures.

6.5.2 PARKETTES

The two parkettes located along James Street North represent a refreshing and complementary land use. They provide visual relief from the concrete environment. The parkettes are well maintained, but lack suitable pedestrian amenities. The potential exists for these parkettes to serve as unique pedestrian focal points through redesign.

6.5.3 CONFLICTING USES

There are no major conflicts in land use along James Street North from a planning perspective. However, from the perspective of the area's ambience and street character, some conflicts were identified by several business people:

1. The taverns. - 98 and 113 James North
2. Lack of retail continuity along the Armouries James Street frontage.
3. The low income, low standard housing which attracts society's socially deprived citizens, alcoholics, and delinquents.
4. Billiard halls. - 229 and 242 James North

6.6 OWNERSHIP, OWNERSHIP CHARACTERISTICS AND OWNERSHIP TURNOVERS

Property ownership along James Street North between King Street and Barton Street is very fragmented. This is characteristic of the ownership pattern along many older downtown retail streets.

No major land consolidations have ever occurred along James Street North. Consequently, the ownership pattern which exists today is very similar to that which existed years ago. Given the proximity of the James Street North district to sectors of the downtown which have been consolidated and redeveloped, this characteristic is very unusual.

Ownership characteristics and ownership turnovers have been analyzed by character area to enable comparative analysis and to determine any trends which may exist.

6.6.1 JAMES STREET NORTH DISTRICT

According to the 1984 Assessment data, within the James Street North district (between King Street and Barton Street), there are a total of 104 assessed properties and assessed/last known owners. Of the assessed and last known owners, 7 own more than one property. The properties under the same ownership are as follows:

• 95,97,99,105 James	Latner/Latner
• 121,102 James	Rosenblood/Paiken/Paiken
• 143,145,147,149,151, 153,207-211,241 James	Levy
• 155,157,161 James	Sherman/Sherman/Kazdan
• 213,246,244 James	Morgenstern Etp. Ltd.
• 245/7,228,226 James	Ricca
• 140,136-130 James	Miller

These are shown on Map 26.

Source: 1984 Assessment Data

The following series of tables are consolidations of the matching tables from both the downtown character area and ethnic character area ownership characteristics and ownership turnover analysis.

TABLE 6.33

JAMES NORTH DISTRICT
1984 PROPERTY OWNERSHIP CHARACTERISTICS
BASE DATA SUMMARY
REFER TO MAP 25 FOR BLOCK NUMBERS

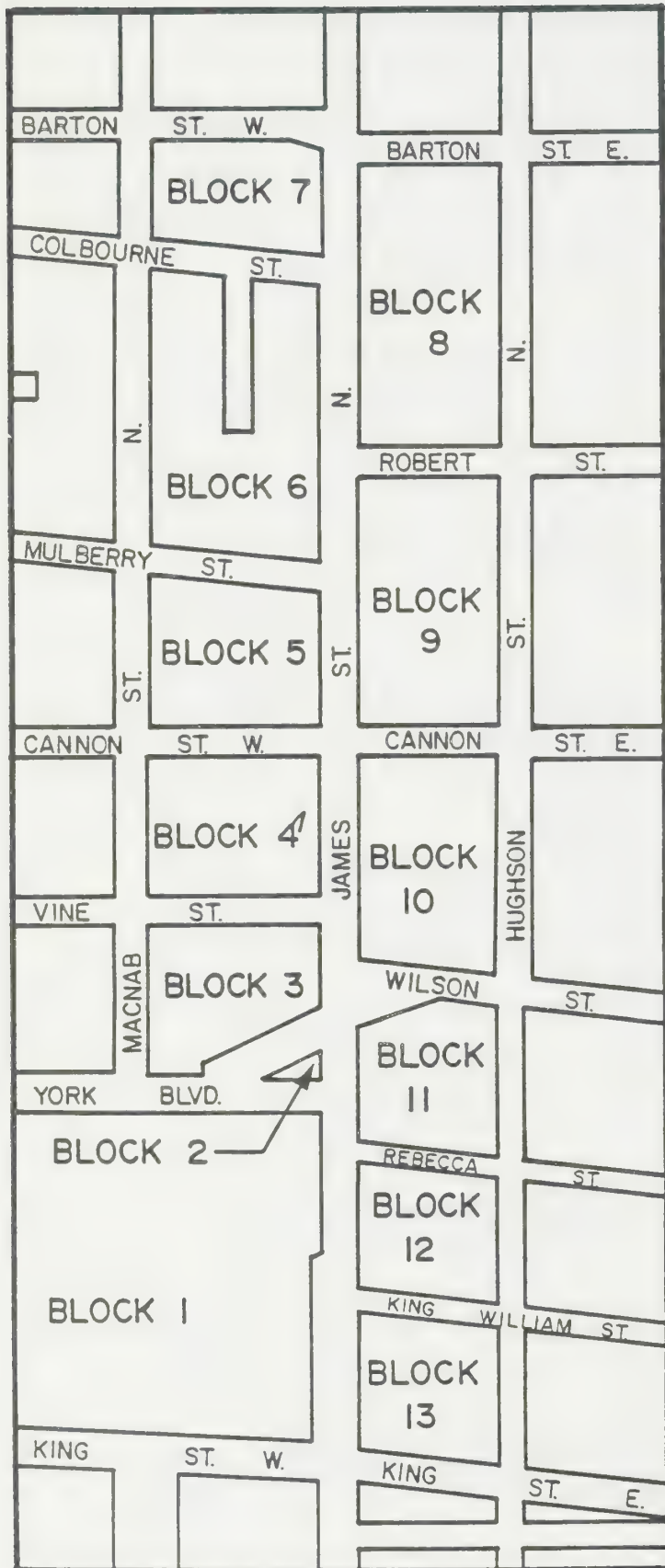
	OWNER CHARACTERISTIC CATEGORIES												
	CORP. OWN.												
BLK #	COM	INST.	C-O	R-O	C-R	I-O	AB-1	AB-2	AB-3	M.G.	F.G.	TOT	O.CH
1	1											1	
2		1								1		2	
3			4				1					5	
4	1		1	1				2	1			6	1
5			5		3	1	2					11	4
6			4	1	7			6				18	6
7	1	2	1					2				6	
8			9		6	1	1	2				19	3
9			1					2			1	4	1
10			5		2		1	6	1			15	2
11			3					3				6	
12			1				1	2				4	
13	3							4				7	
TOTAL	6	3	34	2	18	2	6	29	2	2	1	104	17

*Definition of Abbreviations for Table 6.33

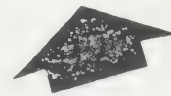
Corp. Own - corporate ownerships (chains)
 Com. - commercial corporations (chains)
 Inst. - institutional (commercial) corporations (chains)
 C-O - owner - commercial occupant
 R-O - owner - residential occupant
 C-R - owner - commercial and residential occupant
 I-O - owner - institutional occupant
 AB-1 - owner - occupant elsewhere along James Street North
 AB-2 - absentee owner (buildings)
 AB-3 - absentee owner (lots)
 M.G. - Municipal government owner
 F.G. - Federal government owner
 O.CH - owner turnover

Source: 1981, 1984 Assessment Data, Field Survey

I OWNER CHARACTERISTICS



CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
 OWNERSHIP
 BLOCK No. REFERENCES



MAP No. 25

TABLE 6.34

JAMES NORTH DISTRICT
OWNER CHARACTERISTIC BREAKDOWN

	OWNER CHARACTERISTIC CATEGORIES										
	CORP. OWN.	COM. INST.	C-O	R-O	C&R	I-O	AB-1	AB-2	AB-3	M.G.	F.G. TOTAL
No. of owners	6	3	34	2	18	2	6	29	2	1	1 104
% of owners	5.8	2.9	32.7	1.9	17.3	1.9	5.8	27.9	1.9	1	100.1

Source: 1984 Assessment Data, Field Survey

Highest percentage category is Owners who are Commercial Occupants, accounting for 32.7% of all property owners.

Second highest percentage category is Absentee Owners accounting for 27.9% of all property owners.

TABLE 6.35

JAMES NORTH DISTRICT
OWNER CHARACTERISTICS

	OWNER OCCUP.	ABSENTEE	ABSENTEE WITH JAMES ST. N. AFFILIATIONS	TOTAL
No. of owners	67	31	6	104
% of owners	64.4	29.8	5.8	100

Source: 1984 Assessment Data, Field Survey

When the owner characteristic categories are combined into three general categories, Owner Occupants account for the highest percentage of owners.

- *o owner occupants consist of owner characteristic categories
1) corp. own. 2) C-O 3) R-O 4) C&R 5) I-O 6) M.G. 7) F.G.
- o absentee owners consist of owner characteristic categories:
1) AB-2 2) AB-3
- o absentee owners located elsewhere on James Street North consist of owner characteristic category - AB-1 (this category is classed independently because:
1) owner does not occupy the building/property in question; and,
2) owner is affiliated with James Street North as opposed to owning property with no other affiliation)

II OWNERSHIP TURNOVERS

The turnover rate for the James Street North district between 1981 and 1984 was 16.4%. When the owner characteristic categories are combined to form three general categories, owner-occupant to another owner occupant accounted for close to half (41.1%) of the ownership turnovers (indicated by * in Table 6.36).

TABLE 6.36

JAMES NORTH DISTRICT BREAKDOWN OF OWNERSHIP TURNOVERS BY OWNERSHIP CHARACTERISTICS

1984 Owner Character Category	1981 Owner Character Category	No. of Turnovers	% of Turnovers	Rate %
C-0*	C-0*	1	5.9	1
AB2	AB1	1	5.9	1
AB1	AB2	1	5.9	1
C-0*	C-0*	4	23.5	3.8
AB1	AB1	2	11.8	1.9
C&R	AB1	1	5.9	1
C&R	C&R*	1	5.9	1
C&R	C-0*	1	5.9	1
AB2	AB2	2	11.8	1.9
AB2	C-0	1	5.9	1
C-0	AB1	1	5.9	1
C&R	AB2	1	5.9	1
TOTAL		17	100	16.4

Source: 1981, 1984 Assessment Data, Field Survey

6.6.2 DOWNTOWN CHARACTER AREA

Table 6.37 is a summary of property ownership data by block. This serves as base data for all calculations for ownership characteristics and ownership turnovers within the downtown character area.

TABLE 6.37

DOWNTOWN CHARACTER AREA
1984 PROPERTY OWNERSHIP CHARACTERISTICS -
BASE DATA SUMMARY*
REFER TO MAP 25 FOR BLOCK NUMBERS

OWNER CHARACTERISTIC CATEGORIES

BLK #	CORP. OWN.											
	COM	INST.	C-O	R-O	C-R	I-O	AB-1	AB-2	AB-3	M.G.	F.G.	TOT O.CH
1	1											1
2		1								1		2
3			4				1					5
4	1		1	1				2	1			6 1
5			5		2		1	6	1			15 2
6			3					3				6
7			1				1	2				4
8	3							4				7
TOTAL	5	1	14	1	2	0	3	17	2	1	0	46 3

Definition of Abbreviations for Table 6.37

- Corp. Own - corporate ownerships (chains)
- Com. - commercial corporations (chains)
- Inst. - institutional (com.) corporations (chains)
- C-O - owner - comm. occupant
- R-O - owner - res. occupant
- C-R - owner - com. and res. occupant
- I-O - owner - institutional occupant
- AB-1 - owner - occupant elsewhere along James Street North
- AB-2 - absentee owner (buildings)
- AB-3 - absentee owner (lots)
- M.G. - municipal government owner
- F.G. - federal government owner
- O.CH - owner turnover

Source: 1981, 1984 Assessment Data, Field Survey

I OWNER CHARACTERISTICS

40% of property owners are absentee. This figure represents the highest percentage for one category. Individual owners who are commercial occupants within their buildings account for 30.4% of the property owners, and occupy the second highest owner characteristic category.

TABLE 6.38

DOWNTOWN CHARACTER AREA
OWNER CHARACTERISTIC BREAKDOWN

OWNER CHARACTERISTIC CATEGORIES												
	CORP. OWN.	COM. INST.	C-0	R-0	C&R	1-0	AB-1	AB-2	AB-3	M.G.	F.G.	TOTAL
No. of owners	5	1	14	1	2	0	3.0	17	2	1	0	46
% of owners	10.9	2.2	30.4	2.2	4.3	0	6.5	40	4.3	2.2	0	100

Source: 1984 Assessment Data, Field Survey

When the owner characteristic categories are combined to form three general categories - owner occupants, absentee owners, and absentee owners located elsewhere along James Street, 52.2% of all the property owners are in some way occupants of their buildings and properties. Only 41.3% of the owners can be considered absentee owners with no affiliation with James Street North, other than owning property.

TABLE 6.39

DOWNTOWN CHARACTER AREA
OWNER CHARACTERISTICS*

	OWNER OCCUP.	ABSENTEE	ABSENTEE WITH JAMES ST. N. AFFILIATIONS	TOTAL
No. of owners	24	19	3	46
% of owners	52.2	41.3	6.5	100

Source: 1984 Assessment Data, Field Survey

II OWNERSHIP TURNS

Between 1981 and 1984, the downtown character area has had three turnovers in ownership representing a turnover rate of 6.5%.

TABLE 6.40

DOWNTOWN CHARACTER AREA
BREAKDOWN OF OWNERSHIP TURNS BY
OWNERSHIP CHARACTERISTICS

1984 Owner Character Category	1981 Owner Character Category	No. of Turnovers	% of Turnovers	Rate %
Corp. own	C-0	1	33.3%	2.2
AB-2	AB-1	1	33.3%	2.2
AB-1	AB-2	1	33.3%	2.2
TOTAL		3	100%	6.5

- 1 turnover was from an owner occupant to another owner occupant
- 1 turnover was from an absentee owner located elsewhere along James Street to an absentee owner
- 1 turnover was from an absentee owner to an absentee owner located elsewhere along James Street.

6.6.3 ETHNIC CHARACTER AREA

Within the ethnic character area there are a total of 58 assessed properties and assessed/last known owners. Table 5 is a summary of property ownership data.

TABLE 6.41

ETHNIC CHARACTER AREA 1984 PROPERTY OWNERSHIP CHARACTERISTICS BASE DATA SUMMARY REFER TO MAP 25 FOR BLOCK NUMBERS

OWNER CHARACTERISTIC CATEGORIES

BLK #	CORP. OWN.											
	COM	INST.	C-O	R-O	C-R	I-O	AB-1	AB-2	AB-3	M.G.	F.G.	TOT O.CH
5			5		3	1	2					11 4
6			4	1	7			6				18 6
7	1	2	1					2				8
8			9		6	1	1	2				19 3
9			1					2			1	4 1
TOTAL	1	2	20	1	16	2	3	12	0	0	1	58 14

Definition of Abbreviations

Corp. Own - corporate ownerships (chains)
 Com. - commercial corporations (chains)
 Inst. - institutional (com.) corporations (chains)
 C-O - owner - comm. occupant
 R-O - owner - res. occupant
 C-R - owner - com. and res. occupant
 I-O - owner - institutional occupant
 AB-1 - owner - occupant elsewhere along James Street North
 AB-2 - absentee owner (buildings)
 AB-3 - absentee owner (lots)
 M.G. - municipal government owner
 F.G. - federal government owner
 O.CH - owner turnover

Source: 1981, 1984 Assessment Data, Field Survey

I OWNER CHARACTERISTICS

For the ethnic character area, owners who are commercial occupants within their buildings, account for 34.5% of all the owners in the area. This figure is the highest percentage for one category.

The second highest category (27.6%), is owners who are both residential and commercial occupants of their buildings. Absentee owners with no affiliation with James Street North, other than owning property, represent the third highest percentage category at 20.7%.

TABLE 6.42

ETHNIC CHARACTER AREA
OWNER CHARACTERISTIC BREAKDOWN

OWNER CHARACTERISTIC CATEGORIES

	CORP. OWN. COM. INST. C-O R-O C&R 1-O AB-1 AB-2 AB-3 M.G. F.G. TOTAL											
No. of owners	1	2	20	1	16	2	3	12	0	0	1	58
% of owners	1.7	3.4	34.5	1.7	27.6	3.4	5.2	20.7	0	0	1.7	100

Source: 1984 Assessment Data, Field Survey

When the owner characteristics are combined into the three general categories - owner occupants, absentee owners and absentee owners located elsewhere along James Street North, 74.1% of the owners within the ethnic character area are occupants of their buildings/properties and 20.7% are absentee owners not located anywhere along James Street North.

TABLE 6.43

ETHNIC CHARACTER AREA
OWNER CHARACTERISTICS

	OWNER OCCUP.	ABSENTEE	ABSENTEE WITH JAMES ST. N. AFFILIATIONS	TOTAL
No. of owners	43	12	3	58
% of owners	74.1	20.7	5.2	100

Source: 1984 Assessment Data, Field Survey

II OWNERSHIP TURNOVERS

Between 1981-1984, the ethnic character area had an ownership turnover rate of 24.1%.



- 1 WYER - LATNER, H / LATNER, L
- 2 LAYNE - PAKEN, H / PAKEN, W / ROSENBLUD, M
- 3 LAYNE - MILLER, B
- 4 LAYNE - LEVY, H
- 5 LAYNE - SHERMAN, G / SHERMAN, B / KAZDAN, N
- 6 LAYNE - MORGENTHAU, ENT. LTD.
- 7 LAYNE - RICCA, G

LEGEND

- (M) MUNICIPAL GOVERNMENT
- (F) FEDERAL GOVERNMENT
- [Hatched Box] OCCUPANT OWNERS
- [Dotted Box] ABSENTEE OWNERS LOCATED ELSEWHERE ON JAMES STREET NORTH
- [Solid Box] ABSENTEE OWNERS
- (O) PROPERTIES UNDER SAME OWNERSHIP

SOURCE: ASSESSMENT DATA
FIELD SURVEY

CITY OF HAMILTON

**JAMES NORTH
HERITAGE DISTRICT**

**PROPERTY OWNERSHIP
CHARACTERISTICS**

MAP No. 26

TABLE 6.44

ETHNIC CHARACTER AREA
BREAKDOWN OF OWNERSHIP TURNOVERS BY
OWNERSHIP CHARACTERISTICS

1984 Owner Character Category	1981 Owner Character Category	No. of Turnovers	% of Turnovers	Rate %
C-0	C-0	4	28.6	6.9
AB1	AB1	2	14.3	3.4
C&R	AB1	1	7.1	1.7
C&R	C&R	1	7.1	1.7
C&R	C-0	1	7.1	1.7
AB2	AB2	2	14.3	3.4
AB2	C-0	1	7.1	1.7
C-0	AB1	1	7.1	1.7
C&R	AB2	1	7.1	1.7
TOTAL		14	100	24.1

Source: 1981, 1984 Assessment Data, Field Survey

When the owner characteristic categories are considered in terms of the three general categories, six or close to half the ownership turnovers were owner-occupant turnovers.

The breakdown of ownership turnover characteristics into three general categories is as follows:

- 6 turnovers (42.9%) were from an owner occupant to another owner occupant
- 2 turnovers (14.3%) were from an absentee owner located elsewhere along James Street North to another absentee owner also located elsewhere along James Street North
- 2 turnovers (14.3%) were from an absentee owner to another absentee owner
- 2 turnovers (14.3%) were from an absentee owner located elsewhere along James Street North to an owner occupant
- 1 turnover (7.1%) was from an owner occupant to an absentee owner
- 1 turnover (7.1%) was from an absentee owner to an owner occupant

6.6.4 TRENDS IN OWNERSHIP CHARACTERISTICS AND OWNERSHIP TURNOVERS

The number of properties within the two character areas is almost equal. In both areas, property owners who are occupants of their buildings/properties account for the highest percentage of owners. However, there is a significantly higher percentage of owner occupants within the ethnic character area (74.1%). Absentee owners are much more prevalent within the downtown character area, where they account for 41.3% of all the owners. Only 20.7% of the owners within the ethnic character area are absentee owners.

I TURNOVERS

The ownership turnover rate for the ethnic character area is almost three times the turnover rate of the downtown character area.

- The ethnic character area ownership turnover rate is 24.1%.
- The downtown character area ownership turnover rate is 6.5%.

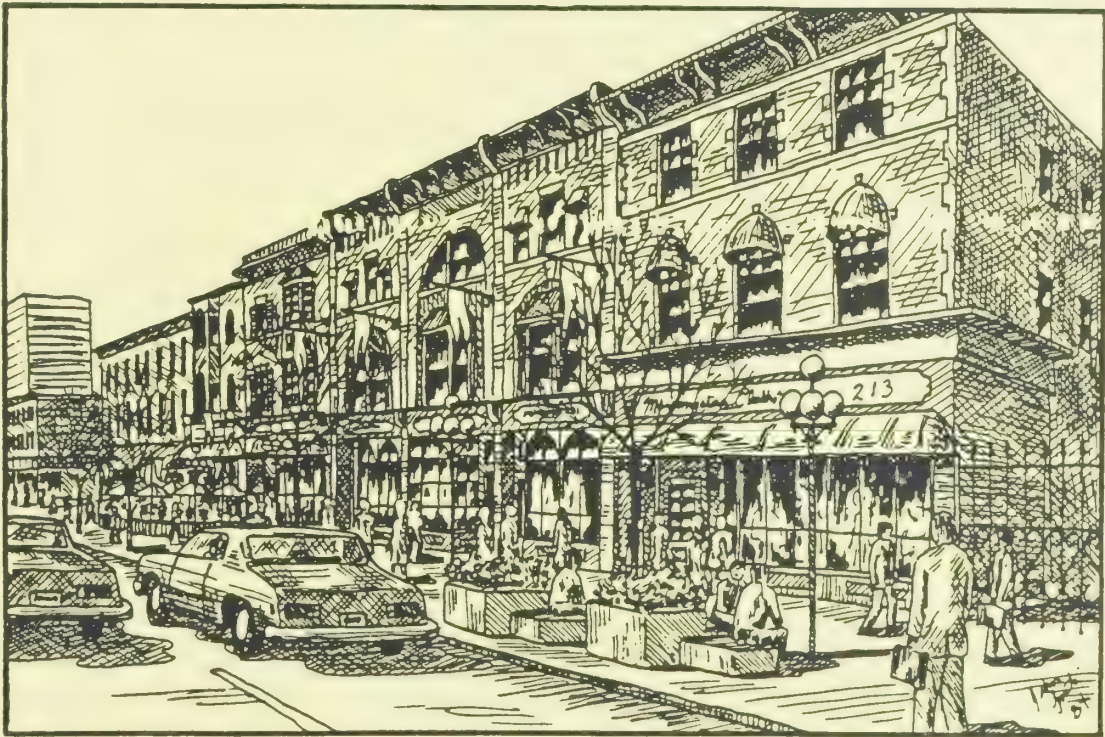
This statistic suggests that the ethnic character area is not stable. However, three trends have resulted in a number of ownership turnovers within the ethnic character area:

1. Owner occupied James Street businesses relocating to different buildings within the district, (i.e. selling their former properties or becoming absentee owners who are located elsewhere along James Street North).
2. Former commercial tenants buying the building in which they are located to become owner occupants.
3. Titles to property being handed down to other family members.

These three trends account for 7 of the 14 turnovers.

SECTION 7

Circulation Systems



7.1 INTRODUCTION

Circulation system priorities are a major concern for the James North District, as controversial policies are presently in existence. The Official Plan designates James Street as a primary arterial road and enunciates policies to establish downtown streets as pedestrian priority streets. The C.A.P. also emphasizes the desire to establish James North as a pedestrian priority street. Many business people within the James North District want increased pedestrian volumes but are concerned about the loss of exposure should vehicular traffic be limited. To enable the formulation of policies to overcome the dichotomy of pedestrian vs vehicular priority, detailed information regarding traffic restrictions and systems, road/sidewalk widths, and vehicular/pedestrian volumes, is provided.

Parking and loading constitute another concern for James Street business people. Many feel that parking is insufficient or too restricted, and that loading areas compete with on-street parking. To establish policies to overcome these perceived problems, existing parking areas, their vehicular capacity, and loading zones, are identified.

Future traffic proposals, (i.e. proposed Perimeter Industrial Road) should be given careful consideration in the formulation of the H.C.D. Plan. For this reason, future traffic proposals are outlined, along with their justification and possible impacts.

Accessibility (i.e public transit) to the James North District is also an important consideration for the revitalized district. The inter and intra urban bus systems are both analyzed to determine their degree of accessibility. Finally, the proposed GO-ALRT system is dealt with in terms of the impact it will have on James Street North.

7.2 RESTRICTIONS

7.2.1 TRAFFIC CONTROL

Six traffic signals exist within the study area. These represent the only traffic controls within the area (see Map 2). All major intersections are equipped with lights. Many of the side streets are not (the corners of Robert, Colborne, Vine and Mulberry Streets).

7.2.2 TRAFFIC SYSTEM

James Street is a one-way southbound street. The major streets intersecting James are also one-way streets. Map 2 illustrates the traffic system on all streets intersecting James. Overall, James Street North consists of four lanes. However, midway between Rebecca and King William, James widens into five lanes. The number of lanes, and the location of specific turning lanes is indicated on Map 2.

7.2.3 COLLISION REDUCTION MEASURES

As of 1968, Hamilton has had a policy of removing parking from all arterial streets. As James North is an arterial roadway, this policy is of major significance. The policy represents one of Hamilton's four vehicular collision countermeasure programs, primarily for reasons of safety. Statistics prove that with the removal of on-street parking, a reduction in the number of collisions occurs.

According to the Traffic Department, the main function of an arterial street should be to accommodate relatively long distance movements within and through the municipality. Therefore, "public roadways should not be used as parking lots, but should be reserved for the movement of vehicular traffic." Numerous hazards are caused by parked vehicles, such as:

- parking and unparking maneuvers;
- congestion on the street;
- obstruction of visibility at intersections; and,
- lane changes to avoid parked cars.

By implementing such a collision countermeasure, roadway capacity would increase along James, as all lanes would be used for moving traffic.

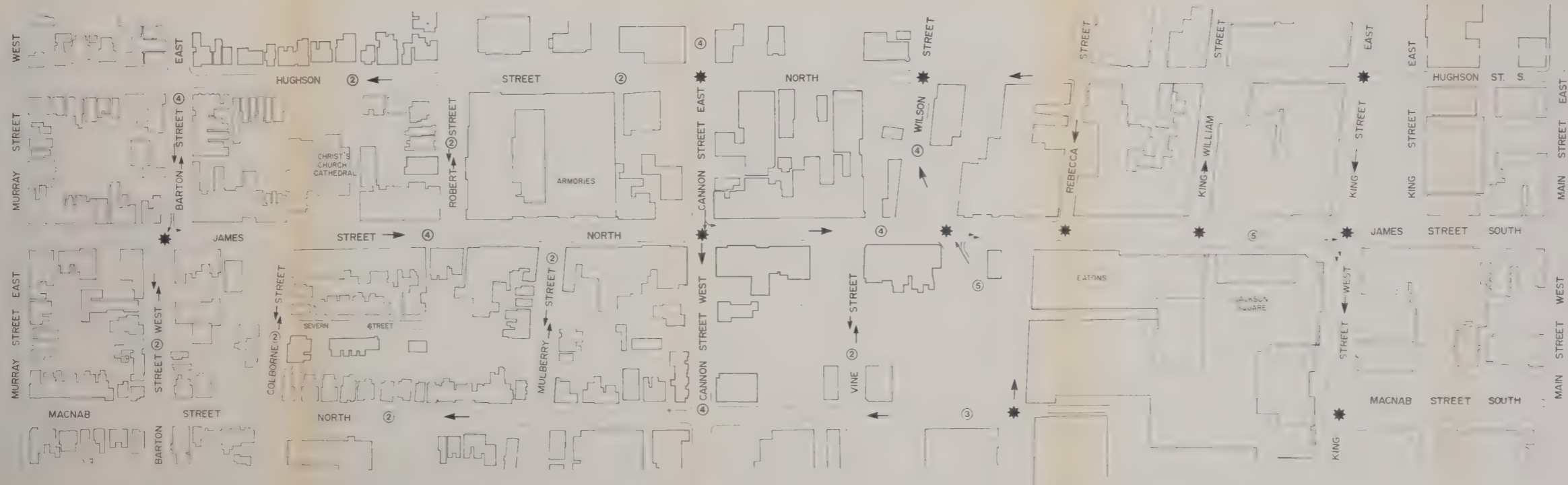
Implementing such a program is unpopular with merchants and the general public. The main problem with respect to James, concerns merchants and the provision of convenient parking for their customers. The trade-off is personal convenience against public safety and efficient traffic flow. The Traffic Department is already taking the first step in the implementation strategy, by providing on-street metered parking instead of free parking. This will create revenue so that off-street lots can be provided to eventually supply all the parking capacity necessary for James North.

7.2.4 PARKING AND LOADING

Both on-street and off-street parking are provided along James Street North. Map 28 illustrates on-street parking and loading and the location, type, and capacity of off-street parking facilities along James North. In addition, alleys and those lots situated one block west and east of James are included, as they also serve the needs of the James North district.

It is Council policy, as enunciated in the Official Plan, to remove on-street parking and loading from arterial streets whenever possible, and to provide these facilities in off-street locations, in order to improve the safety and efficiency of the road network and to avoid or postpone the need for road widenings or the construction of new roads. In developed areas, however, it is not always possible to provide off-street loading for all existing uses, so on-street loading is permitted in off-peak periods (Map 28).

Parking meters exist on both sides of the street. The time allowance for metered, on-street, parallel parking varies from block to block. However, the majority have a maximum limit of one



LEGEND

- ★ TRAFFIC LIGHTS
- DIRECTION OF TRAFFIC
- ② NUMBER OF LANES
- ↪ SPECIAL TURNING LANES

PLANNING & DEVELOPMENT
CITY OF HAMILTON

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
TRAFFIC SYSTEM



LEGEND

- NO PARKING ANYTIME
- NO STOPPING ANYTIME
- NO STOPPING-COMMERCIAL VEHICLE LOADING ZONE
- NO PARKING-LOADING ZONE
- DOUBLE HEAD PARKING METER WITH TIME LIMIT
- SINGLE HEAD PARKING METER WITH TIME LIMIT
- NO STOPPING WITH RESTRICTIONS AS SHOWN
- SPACES AS SHOWN ARE OFF-STREET LOTS AVAILABLE TO THE GENERAL PUBLIC

SOURCE: TRAFFIC DEPARTMENT CITY OF HAMILTON

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
PARKING AND LOADING

hour. This implies a very high turnover rate. Map 28 shows the location and time allowance of on-street parking facilities.

7.2.5 ROAD ALLOWANCE WIDTHS (SETBACK POLICIES)

The James Street North right-of-way generally is 66 feet. Of this, 12 feet on either side is for sidewalks, leaving 42 feet of pavement for vehicles. Figure 1 illustrates the portion of the street included in a 'right-of-way' (R.O.W.). The Regional Municipality of Hamilton-Wentworth has established a Regional Road System. Regional policy requires the definition of road allowance widths on all Regional Roads. The purpose of designating road allowance widths is to accommodate transportation requirements of present and future vehicular, transit and cycling movements.

In 1968, City Council approved various improvements to arterial roads in the C.B.D., and a subcommittee to the Planning, Engineering and Traffic Committees was formed to review the matter.

By March, 1974, this subcommittee recommended the widening of certain road allowances to provide additional space for: landscaping, street furniture, pavement improvements, and pedestrian movement; reductions in the impact of vibration, noise and exhaust fumes; and for utilities.

Based on the subcommittee's findings, City Council passed By-laws 75-61 and 75-175 (Appendix B5), to amend By-law 6593 (the Zoning By-law) as to front yard setback requirements for properties adjacent to specific major roads located in the Central Area of the City. These by-laws were intended to prevent the extension of existing buildings, or the construction of new buildings on lands bordering the proposed road right-of-way.

Next, existing setback policies were reviewed, taking into account the revised O.P. and new downtown development policies (e.g. C.A.P. and +15), and traffic volumes. As of August 15, 1978, an 86 foot road allowance width from Barton Street to Hunter Street was agreed upon.* In order to provide for this ultimate width, all redevelopment along James North would be required to set back appropriate distances.

The Planning Department did not support the widening of the James Street North R.O.W. on the basis that:

- (i) interchanges planned at the Perimeter Road may not be required, hence additional traffic will not be generated;
- (ii) Cannon Street is proposed to be widened to 86 foot R.O.W. which will enable it to carry westbound traffic to Highway 403.

Upon further study, City Council repealed By-laws No. 75-61 and 75-175, on April 10th, 1984 (Appendix B5).

*The Planning Department was opposed to the inclusion of James Street from the northern limits of Main, to the southern limits of Cannon.

Presently, with respect to James Street North, the previous R.O.W. widths apply. This entails a 66 foot road allowance between Barton Street and York Boulevard, and a variable road allowance between York Boulevard and King Street. Finally, it should be noted that the widths are not definite, and that setback policies in the Central Area are currently under further review.

7.2.6 SIDEWALK WIDTHS

Generally, twelve foot wide, concrete slab sidewalks exist on both sides of James North. At the corner of King and James, interlocking bricks replace the predominantly concrete slab walkways.

7.3. VEHICULAR/PEDISTRIAN VOLUMES

7.3.1 TRAFFIC COUNTS

Overall, traffic along James Street North has been decreasing over the past ten years. Travelling from north to south the following trends are noted:

- Barton and James - traffic has remained stable over the past 10 years (Figure 2).
- Cannon and James - traffic has decreased slightly in the past decade by roughly 112 vehicles per year (Figure 3).
- King and James - traffic has decreased by an estimated 92 vehicles per year (Figure 4)***, over a ten year period.

*It should be noted that data for each year was not always available.

**Refer to Appendix B5 for calculation method.

7.3.2 PEDESTRIAN COUNTS

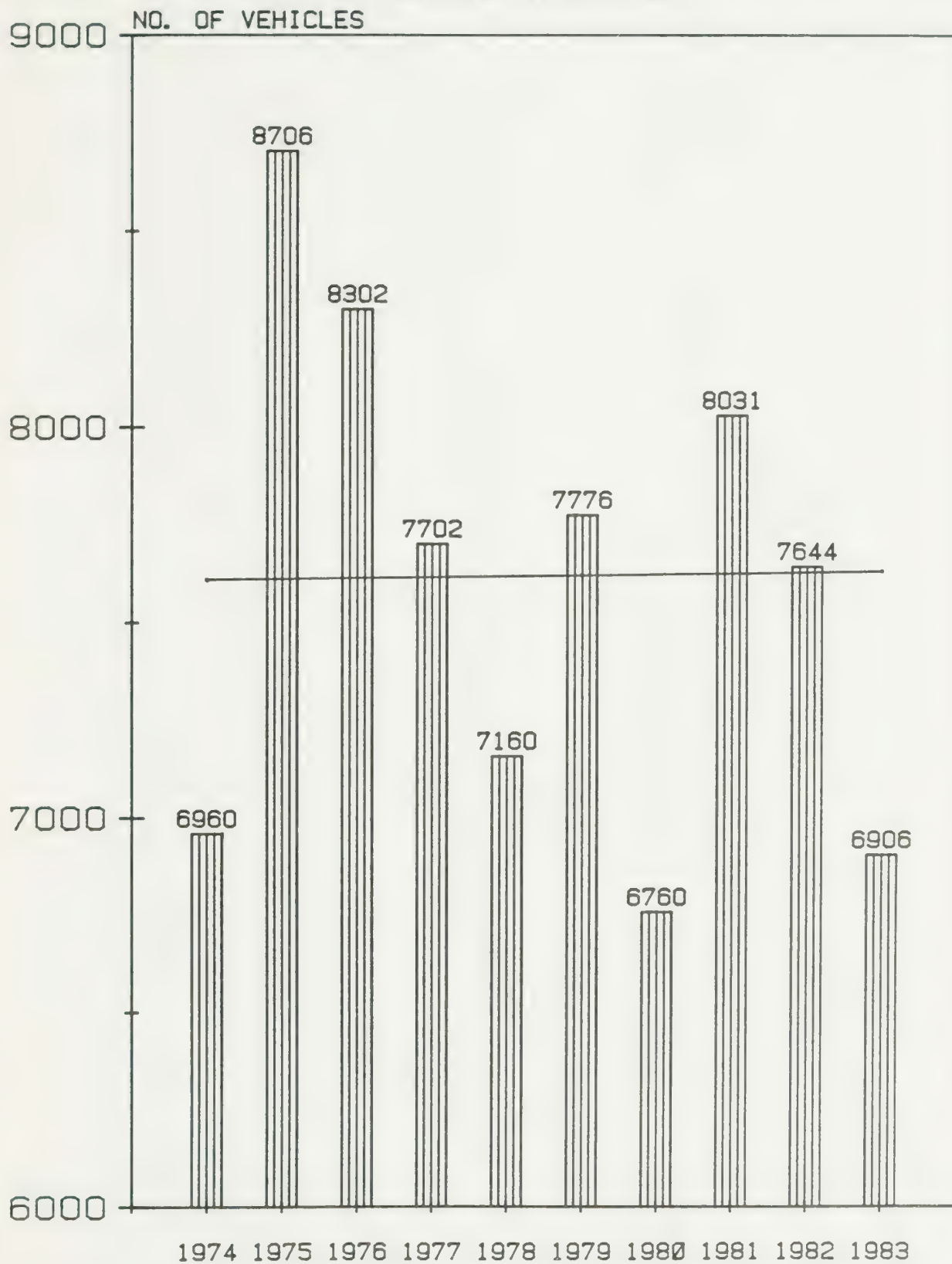
Pedestrian traffic has fluctuated over the past 10 years. Figures 5 to 9 illustrate pedestrian trends over the past decade. It should be noted that limited comparable* data was available for these trend analyses. For this reason, the figures obtained are very general and may not be statistically accurate.

- King and James - pedestrian volume has increased by approximately 200 persons per year (Figure 5).
- Rebecca and James - pedestrian volume has decreased by roughly 80 persons per year (Figure 6).
- Wilson/York and James - pedestrian volume has decreased by approximately 16 persons per year (Figure 7).
- Cannon and James - pedestrian traffic has remained relatively stable with a slight decrease of approximately three persons per year (Figure 8).

FIGURE 1

24 HOUR TRAFFIC VOLUME: 1974 - 1983

(BARTON AND JAMES)



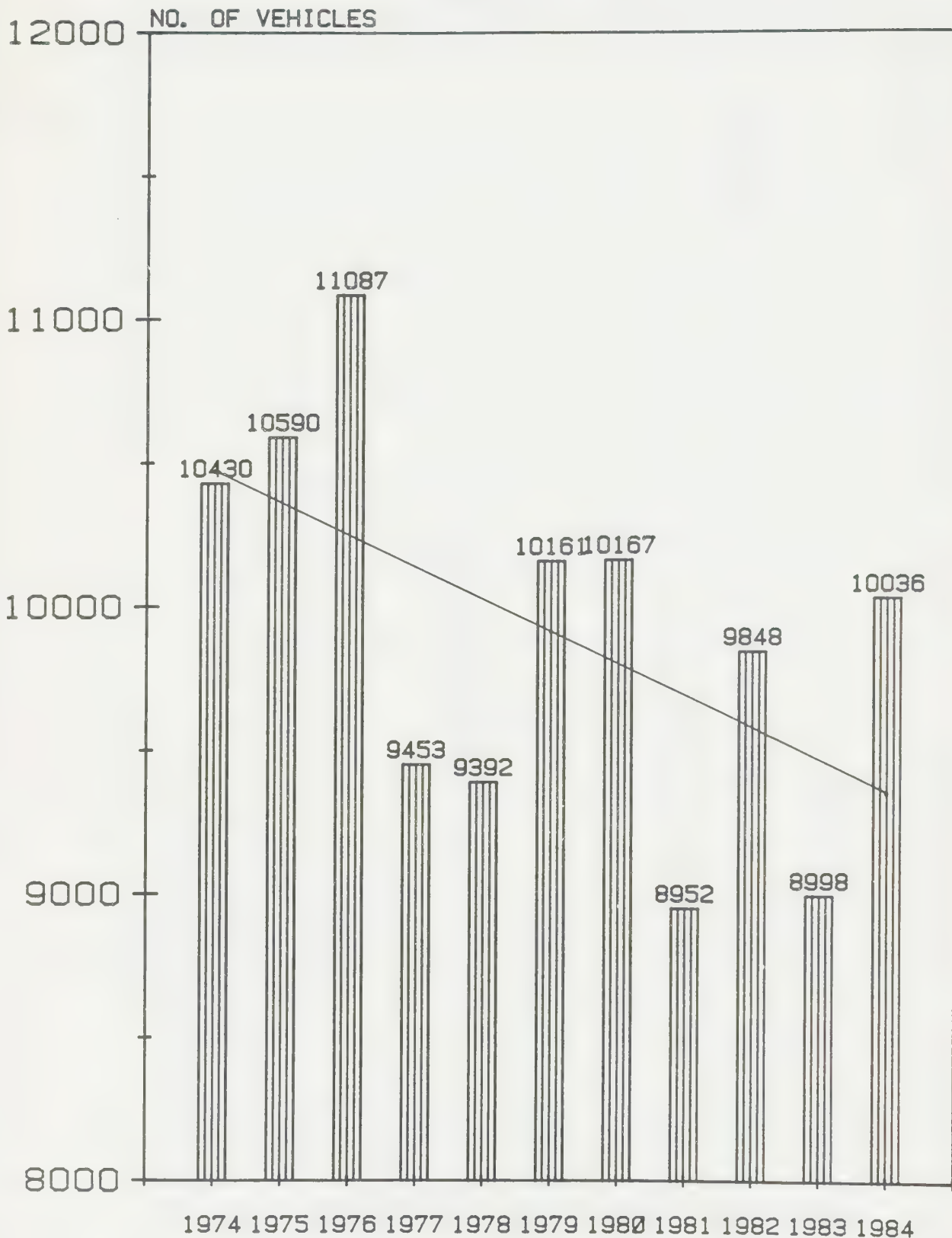
TRAFFIC COUNTS
REGRESSION LINE



FIGURE 2

24 HOUR TRAFFIC VOLUME: 1974 - 1984

(CANNON AND JAMES)



TRAFFIC COUNTS
REGRESSION LINE

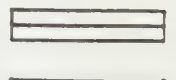
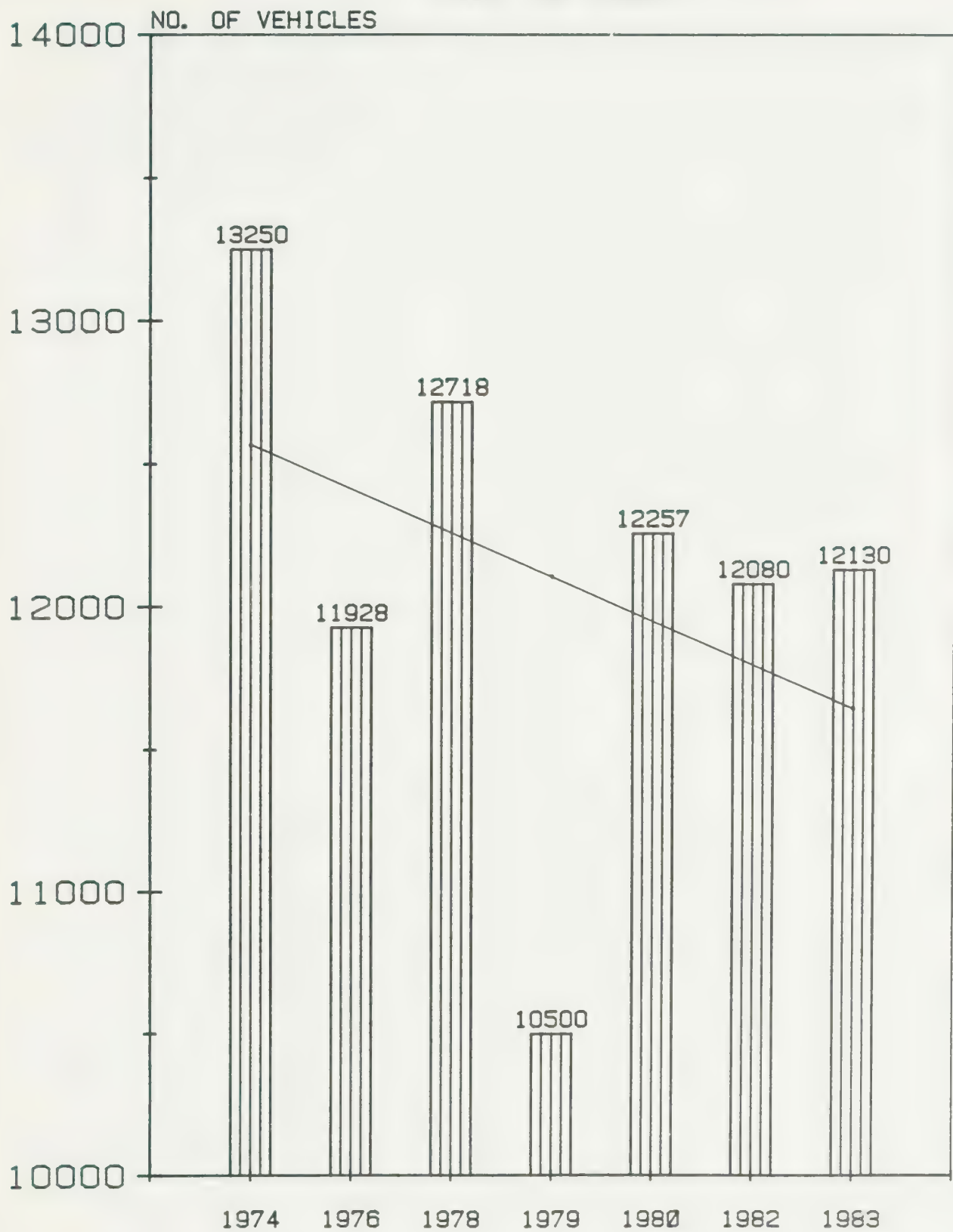


FIGURE 3

24 HOUR TRAFFIC VOLUME: 1974 - 1983

(KING AND JAMES)



- Barton and James - pedestrian traffic has increased by roughly 36 persons per year (Figure 9).

On the average, over the past 10 years, pedestrian traffic remained heaviest at James and King (14,153), followed (in decreasing order) by King William (2,673), Wilson/York (2,364), Rebecca (1,921), Cannon (1,476) and Barton (1,227). These figures appear logical**, as the intersections with the greatest pedestrian volume are surrounded by pedestrian generators (e.g. Jackson Square). Appendix B5 contains the data used for these calculations.

*Data used from a base time period, i.e., April to September

**From a statistical point of view, these figures may be questionable, as data was taken from different months of the year.

7.4 FUTURE TRAFFIC CONSIDERATIONS

7.4.1 PERIMETER INDUSTRIAL ROAD

In 1975, the need was indentified for a new arterial road to service the Bayfront Industrial Area. The proposed Perimeter Industrial Road (P.I.R.) will be a 4-lane, east-west throughway extending from Burlington Street, along the CNR line to the 403. It will provide direct access for industrial traffic from the industrial area to the 403. In October 1975, a feasibility study was undertaken to determine an acceptable and economical route for this arterial road. The study team was comprised of the following consulting firms: M.M. Dillon Ltd., Acres Consulting Services Ltd., Hedlin-Menzies and Associates, and Conner Development Services Ltd.

The need for the Industrial Road is:

- To provide reasonably direct access, mainly for heavy trucks between the north end industrial area (along Burlington Street) and Highway 403. Currently [1978] some 215,000 trucks enter and leave the harbour Industrial Park area with trips to and from the docks, Stelco, Dofasco and other plants every year. This movement is a major part of the problem. Also, some 50,000 persons are currently employed in the Bayfront Industrial Area. With future growth in the area, improved access will become a more pressing need.
- To provide improved access for all traffic between Highway 403 and the City's downtown area.
- To reduce industrial traffic in the downtown area.
- To remove industrial traffic from residential areas.

Map29 taken from the Central Area Plan illustrates the proposed routing of the Perimeter road.

As can be seen by the Map, five potential interchanges exist in the Central Area. The Central Area Plan recommends that the James Street interchange be secondary to prevent traffic from spilling into the downtown core along shopping streets.

FIGURE 4

7 HOUR PEDESTRIAN VOLUME (KING AND JAMES)

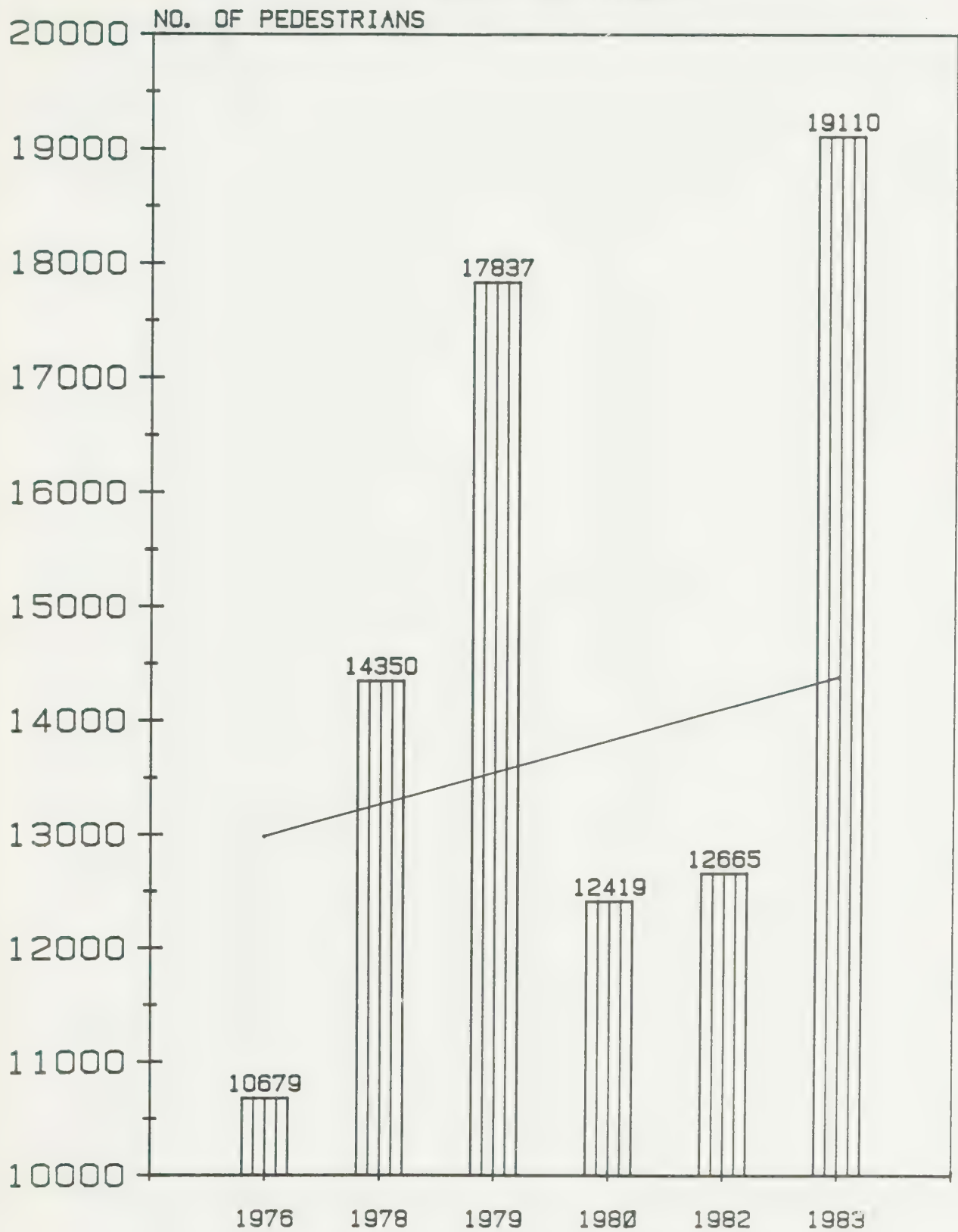


FIGURE 5

7 HOUR PEDESTRIAN VOLUME (REBECCA AND JAMES)

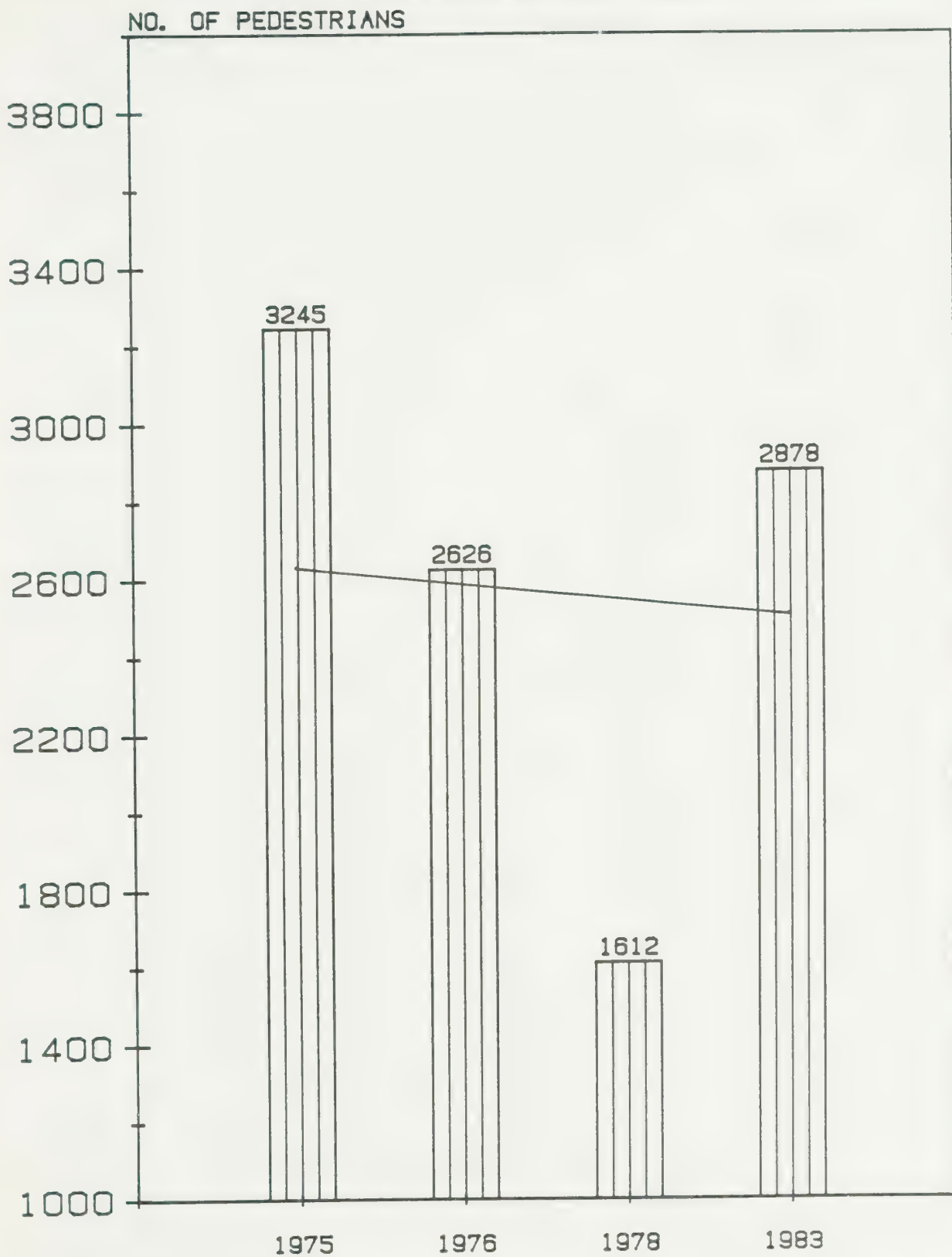


PEDESTRIAN COUNT
REGRESSION LINE



FIGURE 6

7 HOUR PEDESTRIAN VOLUME (WILSON/YORK AND JAMES)



PEDESTRIAN COUNT
REGRESSION LINE

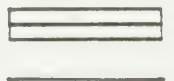
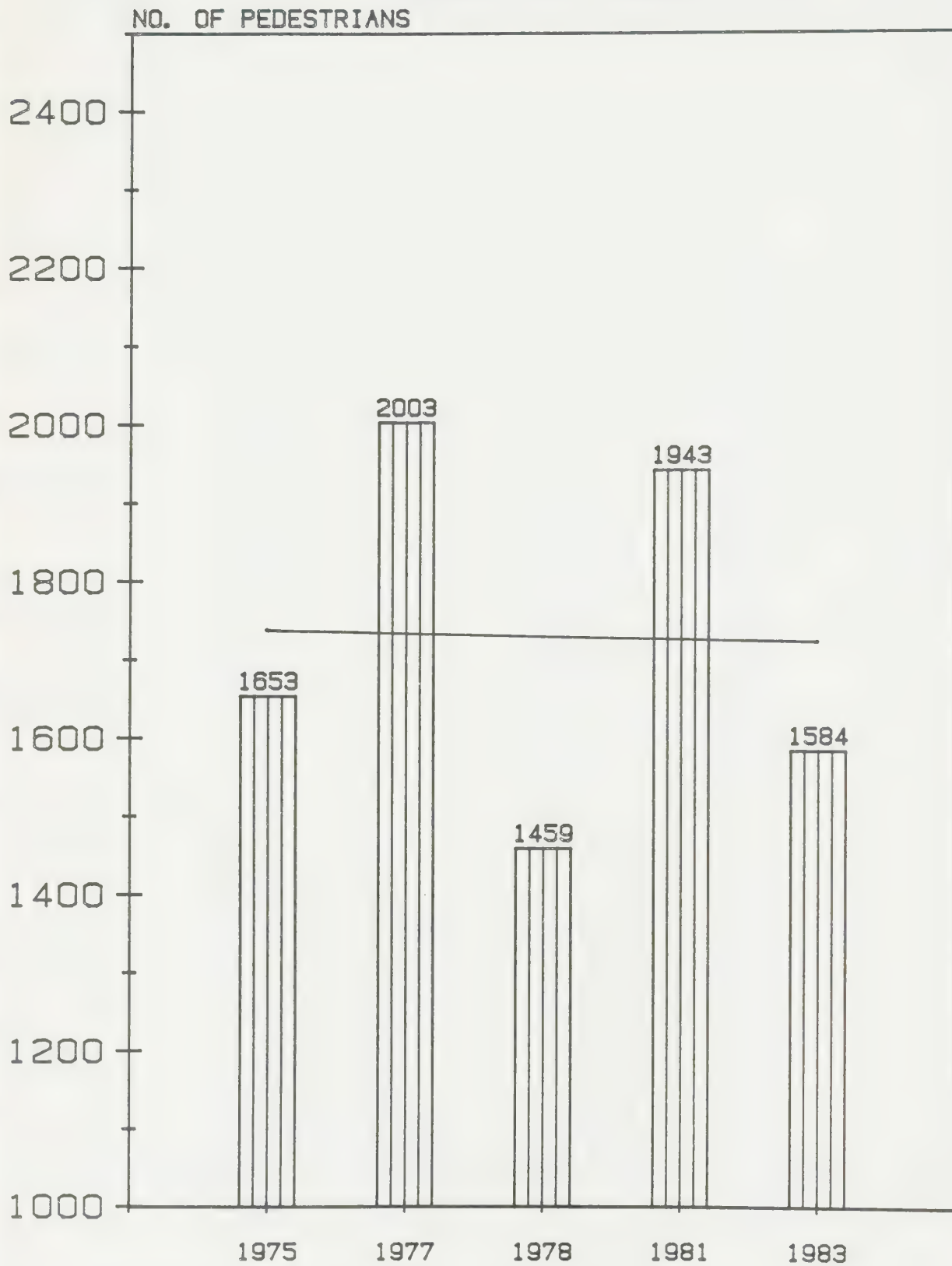


FIGURE 7

7 HOUR PEDESTRIAN VOLUME (CANNON AND JAMES)



PEDESTRIAN COUNT
REGRESSION LINE

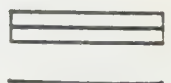
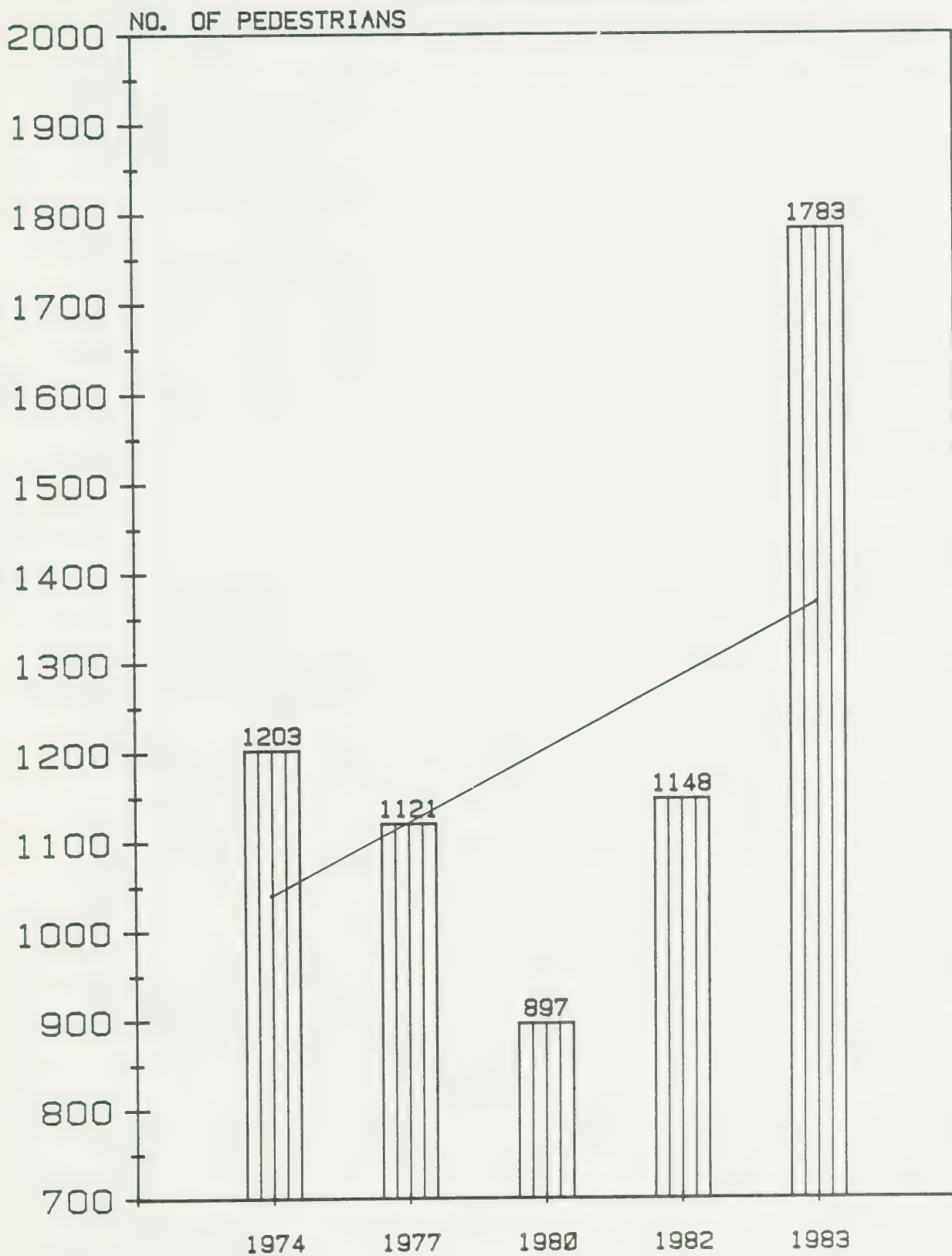
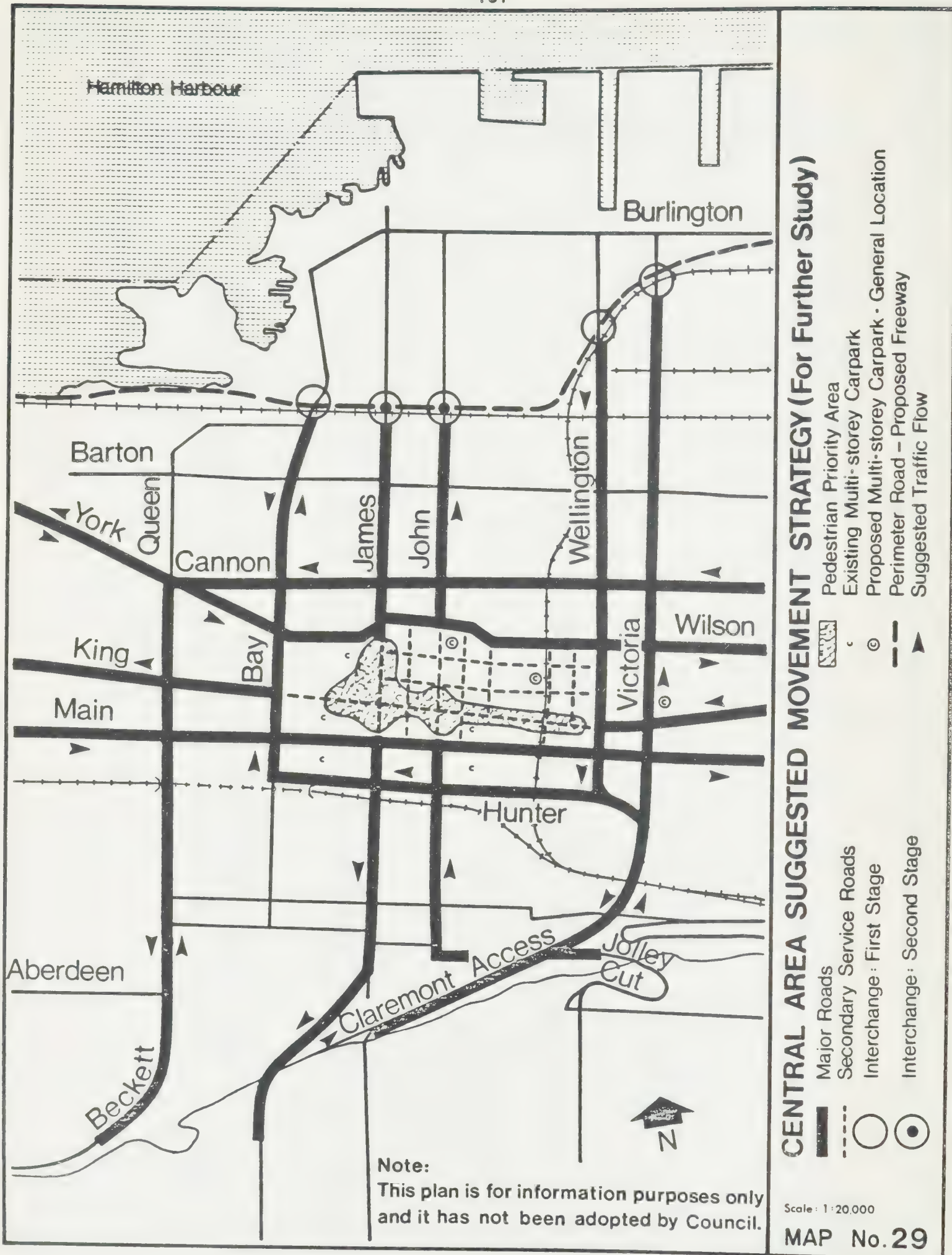


FIGURE 8

7 HOUR PEDESTRIAN VOLUME (BARTON AND JAMES)





Overall, if the P.I.R. is built, traffic patterns will change considerably. According to traffic forecasts (M.M. Dillon Ltd., November, 1977) during P.M. peak hours, the total northbound volumes on Bay and John Streets to the Perimeter Road will more than double, while the corresponding southbound volume on James will decrease considerably. Trips previously using east-west streets such as King, to Highway 403 will be diverted to the Perimeter Road. It appears that the main emphasis with respect to traffic forecasts, is net traffic increases. Although traffic will increase along James North, the major impact will be on Bay and John (i.e. northbound routes).

As it stands, Regional Council's first priority is Hamilton's proposed North-South, East-West freeway, while the Perimeter Road proposal has been given second priority. The freeway is projected to take 10-15 years for completion. Actual construction of the Perimeter Road is not anticipated to begin before this time.

For the purpose of the James North heritage study, suffice it to say that with the implementation of the P.I.R. as proposed, traffic along James would increase.

7.5 PUBLIC TRANSIT

7.5.1 LOCAL BUS SERVICE

James Street North is serviced by local buses operated by the Hamilton Street Railway (HSR). Bus routes include: Barton (Route No. 2-2C), York (Route No. 8), Bayfront (Route No. 4), and Aberdeen North (Route No. 6-6A).

The chart below generalizes the weekly (Mon.-Fri.) time intervals for each of the four bus routes along James Street North.

I TIME INTERVALS

<u>Bus Route</u>	<u>Peak Hours</u>	<u>Rush Hours</u>	<u>Regular</u>	<u>9 p.m.-Midnight</u>
Barton	5 min.	4-5 min.	4-8 min.	20 min.
York	15 min.	15 min.	15-20 min.	20 min.
Aberdeen	12 min.	12 min.	20 min.	20 min.
Bayfront	12 min.	12 min.	12 min.	20 min.

Map 30 illustrates the location of each bus stop, and the bus routes.

II BUS VOLUMES

According to 1984 HSR bus schedules, a total of 198 buses use James North daily, over an 8 hour time period (7:45 a.m. - 4:00 p.m.). Appendix B5 illustrates methodology for deriving these figures.

7.5.2 INTER-URBAN BUS SERVICE

Canada Coach Lines, Greyhound and GO transit buses all intersect James North at Cannon and York streets. Although these streets do not directly affect the study area, they do contribute to the amount of traffic generated at both intersections. All three lines bisect James North approximately three times daily.

Thirteen Canada Coach buses travel and stop along James North daily, en route to Carlisle (1 daily), Freeleton (2 daily), Guelph (5 daily), Caledonia (4 daily), and Simcoe (1 daily). Map 31 illustrates the inter-urban bus system of relevance to the study area.

7.5.3 GO-ALRT

An Advanced Light Rapid Transit System (GO-ALRT) has been proposed for downtown Hamilton. As part of the inter-regional transit strategy initiated on October 17, 1982, by Transportation Minister James Snow. The system is to provide improved Commuter Rail Service between Oakville and Hamilton, with a transfer to the existing GO-Rail service in Oakville. The system will be designed and built by the government-owned Urban Transportation Development Corporation (UTDC).

The 38 meter long, electrically powered GO-ALRT vehicles, with a seating capacity of 136 passengers, will operate on an exclusive right-of-way. Portions of the system will be at grade, elevated, or underground (refer to Appendix B5 for route description).

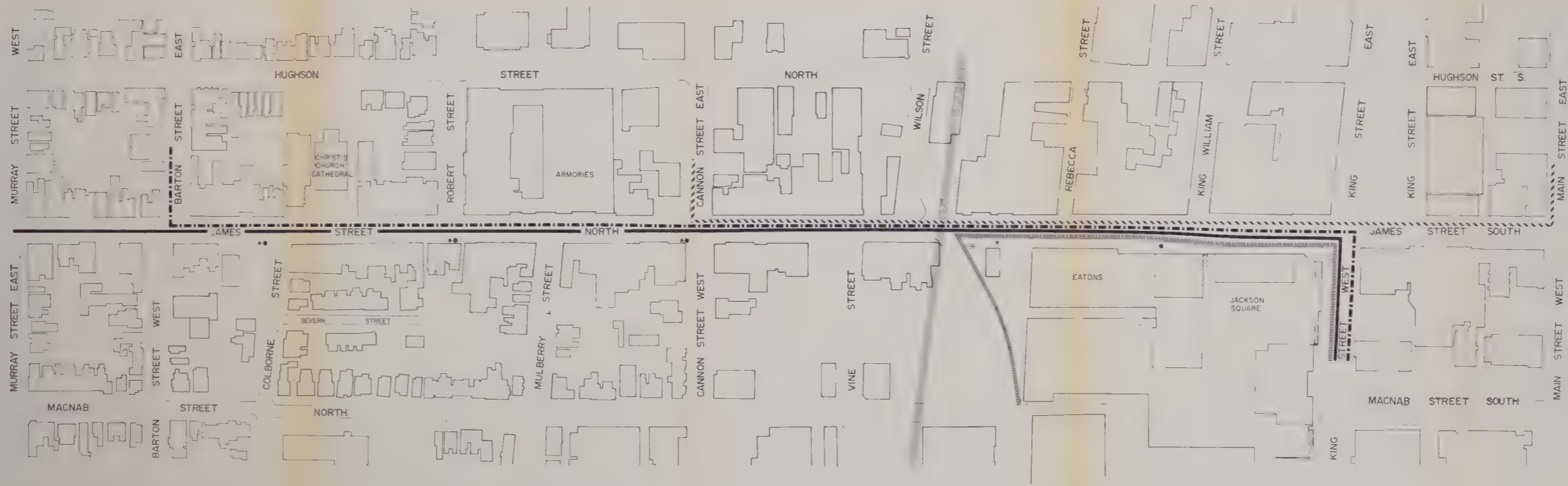
On January 6, 1983, Giffels Associates Ltd., Consulting Engineers were commissioned to carry out a study for Hamilton, in order to establish alternative routes for the proposed extension to the City. On June 12, 1984, after much debate, the route decision was made by City Council, to approve the GO-ALRT system along York Boulevard (the York Boulevard/Woodbine Tunnel Option). Regional Council also approved this route.

I IMPACT

The reason for concern with respect to James North, is the fact that the highly visible, raised GO-ALRT system will bisect James Street North at York Boulevard. Map 31 illustrates the portion of the proposed route that will affect the streetscape and setting of James Street. With James Street North presently under study as a potential Heritage Conservation District, a major impact will be felt on the street. Not only will two buildings be demolished, but once clear and unobstructed views (sight lines) will be disrupted. See artist's concept (Figure 10).

Most severely affected will be the commercial row (91-93 James Street), referred to as the Dobson Block situated on the northwest corner of James North and York Boulevard. As stated in the GO-ALRT Technical Summary Report:

"At James Street North, two buildings of heritage value will be removed [demolished] in order to provide sufficient space for the guideway to cross to the station location.

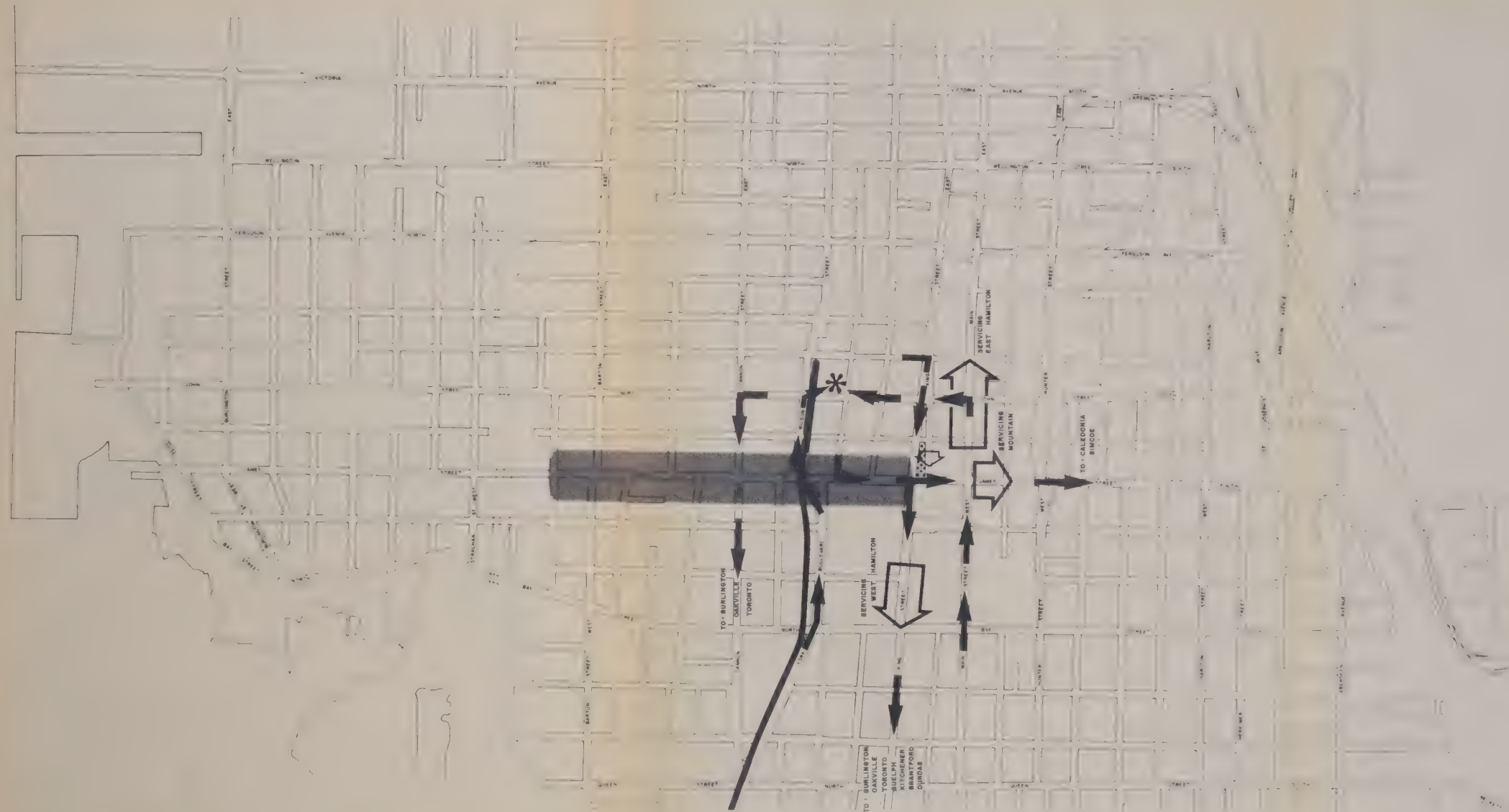


LEGEND








- ABERDEEN NORTH ROUTE
- - - BARTON ROUTE
- - - BAYFRONT ROUTE
- ||||| YORK ROUTE
- ABERDEEN NORTH BUS STOP
- + BARTON BUS STOP
- * YORK BUS STOP
- GO ALRT ROUTE

SOURCE: TRAFFIC DEPARTMENT, CITY OF HAMILTON
HAMILTON STREET RAILWAY

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
H.S.R.
TRANSIT SERVICE



LEGEND

-  STUDY AREA
-  INTER - URBAN BUS ROUTES
-  INTRA - URBAN BUS ROUTES
-  BUS TERMINAL (INTER - URBAN)
-  G.O. ALRT STATION (PROPOSED)
-  G.O. ALRT ROUTE (PROPOSED)
-  MAJOR TRANSFER POINT (INTRA - URBAN)

SOURCE : CANADA COACH LINES LIMITED,
EASTERN CANADIAN GREYHOUND
LINES LIMITED, HSR, PLANNING
AND DEVELOPMENT DEPARTMENT -
HAMILTON - WENTWORTH REGION,
TORONTO AREA TRANSIT
OPERATING AUTHORITY.

CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT INTER - URBAN TRANSIT SYSTEM

Their removal will very significantly affect the terrace of five buildings of which they form a part, and also have a significant impact on the continuity of the James North Streetscape."

95-113 James located adjacent to the Dobson Block, has been identified by architectural historian Dr. Adamson, as one of historical merit. This building has been listed in the Canadian Inventory of Historical Buildings (CIHB). The elevated guideway, if built, will be situated directly beside this heritage building, and interrupt the visual continuity of the street. (For more historical information regarding the buildings specified, refer to Appendix A1.)

In addition, the buildings from 130 to 154 James North, which were built between 1883 and 1888 will be affected by the elevated guideway. Similarly, the block south of York (62-86 James North) will be affected. Depending on one's vantage point, the James North streetscape will be interrupted by the highly visible elevated transit system.

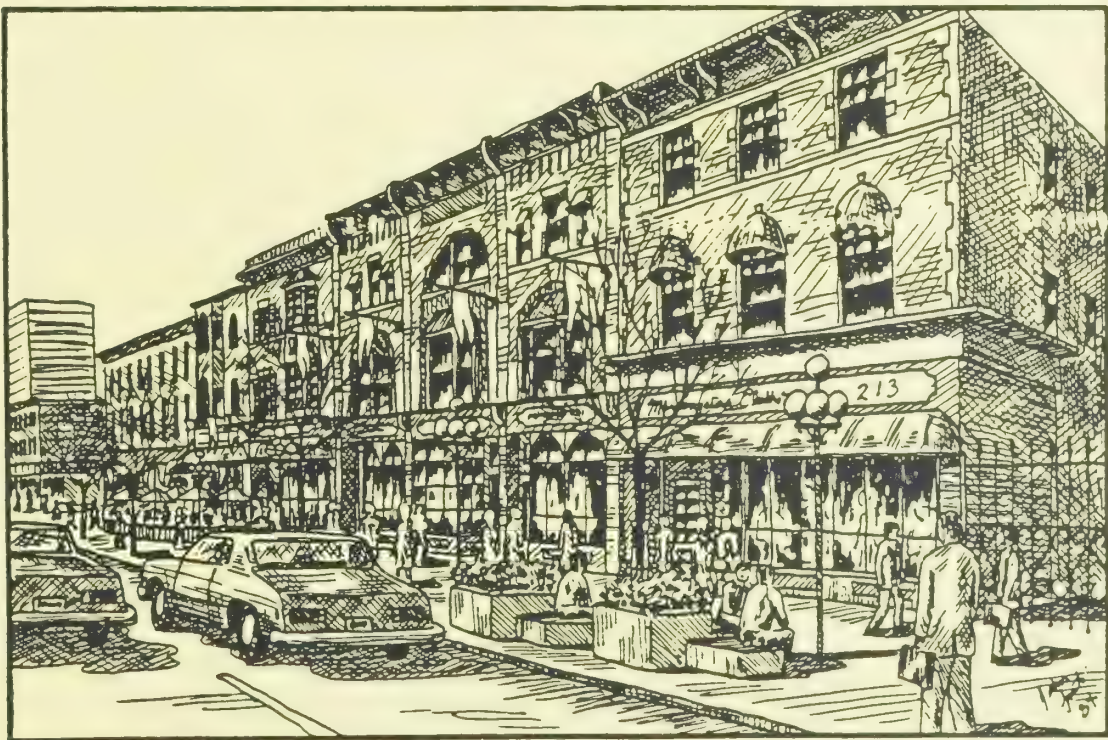
L.A.C.A.C. states that of all the proposed routes, the York Boulevard proposal will cause the most disruption to the heritage resources, and exert the greatest visual impact on the streetscape.

"To cut through the middle of this district with an elevated railway would be incompatible with the purpose of maintaining and strengthening the heritage character of the area."

Construction of the GO ALRT extension is to begin in the spring of 1985, starting with the Oakville extension. The Hamilton link is to begin following an environmental assessment of the system, which is scheduled to take place in 1986-87. As such the actual construction of the Hamilton link should get underway in 1988. Overall, the GO ALRT system should be operating by the early 1990's.

SECTION 8

Urban Design, Streetscape, Environment



8.1 INTRODUCTION

Urban design features and streetscape elements are the most important contributors towards establishing an environment which is visually stimulating, comfortable and satisfies the needs of the pedestrian. The urban design analysis, based on urban design principles, outlines both the positive and negative design features presently associated with the James North District. In addition, it analyses the effects these features have on the ambience, present character, and vitality of the district.

The identity and character of the streetscape are analyzed by examining individual streetscape elements, and their individual and collective impacts, as contributors to and/or detractors from the ambience of the James North district. Suggested solutions to overcome the negative impacts are outlined, to illustrate the potential for enhancing the James North district through comprehensive streetscape design.

Environmental quality is an important consideration for the City of Hamilton. Data from the Ministry of the Environment, pertaining to the present environmental quality of the James North District is outlined to facilitate the development of planning policies and design strategies which maintain a satisfactory environmental quality for the district.

8.2 URBAN DESIGN ANALYSIS

From an urban design perspective, the James Street North District exhibits great potential to become a very unique, personable and active downtown retail street which could serve as a catalyst for stabilizing, upgrading and generally improving the surrounding areas. The urban design analysis examines both the positive and negative design features and their impact on the area's



JAMES STREET LOOKING NORTH FROM JACKSON SQUARE

character. In general terms, the negative design features tend to prevail so that the area appears as an old, dilapidated downtown retail street which is losing prominence and vitality. However, the positive design features (features which make the area unique and offer inherent potential) are very prevalent and serve as the basis for revitalizing and re-establishing the district as a thriving, active and unique downtown retail street. The design features are shown on Map 32.

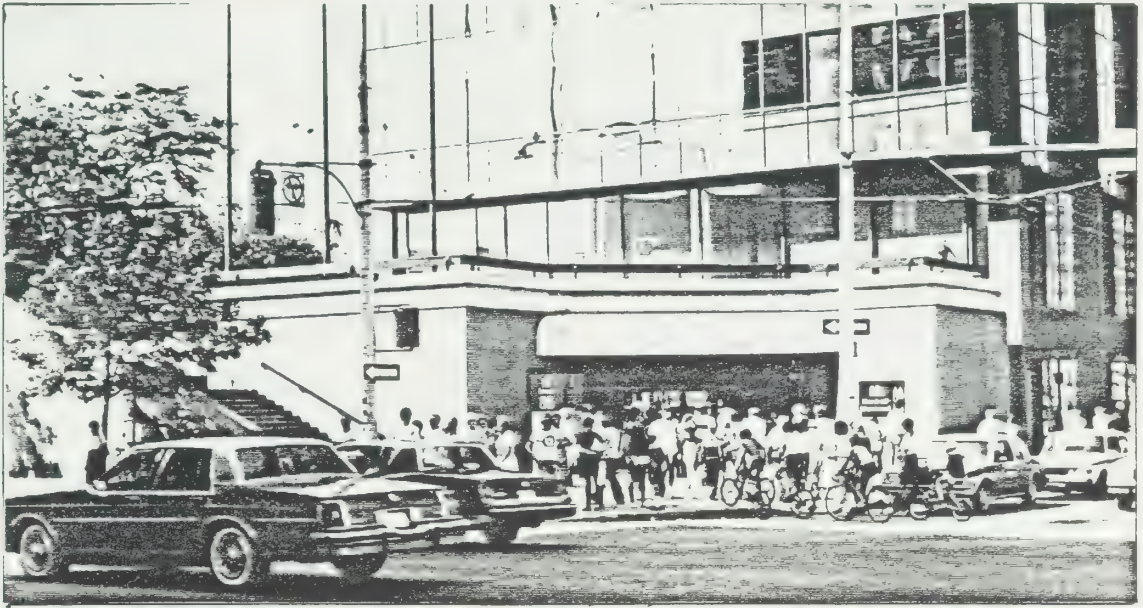
8.2.1 POSITIVE DESIGN FEATURES

- The historical atmosphere created by the buildings which either contribute significantly to or maintain the area's historical character (for more information on buildings refer to Section 4 and Appendix A1).
- The shared sense of unity of the buildings.



SHARED SENSE OF UNITY AND HISTORICAL CHARACTER OF BUILDINGS

- The major downtown focal point at King Street and James Street created by Jackson Square, Gore Park and the James/King intersection.
- The two focal points along the west side of James Street created by the entrances into Eaton's and Jackson Square.
- The major downtown activity centre created by Jackson Square which serves as an anchor for James Street North at the south end.
- The parkettes located around the York/Wilson and James intersection; the landscaped front yard of Christ's Church Cathedral and the landscaped seating area adjacent to Jackson Square, all of which serve as refreshing visual reliefs from the concrete environment.



JACKSON SQUARE FOCUS

- Numerous views along James Street of the district and the Gore area. (Indicated on Map 32)
- Sense of enclosure between King Street and York Boulevard and between Vine Street and Cannon Street.
- The ethnic character of James Street between Cannon and Barton.
- The ethnic focal point between Colbourne and Robert Street created by two ethnic cafes and a billiards hall located along the west side of James Street.



VIEW DOWN JAMES



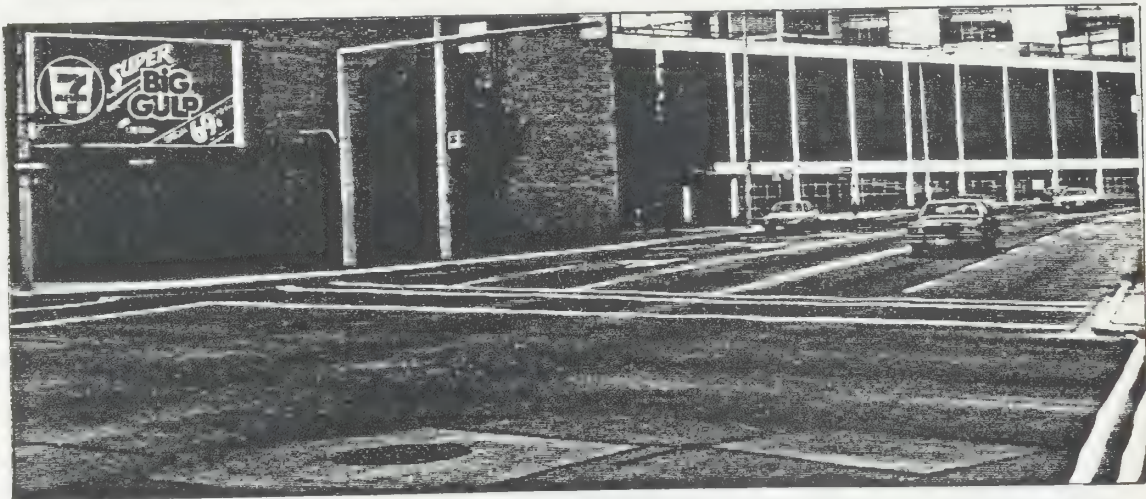
VIEW FROM JAMES DOWN KING WILLIAM



SIDEWALK SOCIALIZING IN ETHNIC CHARACTER AREA

8.2.2 NEGATIVE DESIGN FEATURES

- The major vehicular nodes created by the King and James intersection, the York/Wilson and James intersection, the Cannon and James intersection and the Barton and James intersection. These nodes create pedestrian and vehicular conflicts which hamper pedestrian movement.
- The major pedestrian barrier created by the configuration and wide vehicle R.O.W.s of the York/Wilson and James intersection.

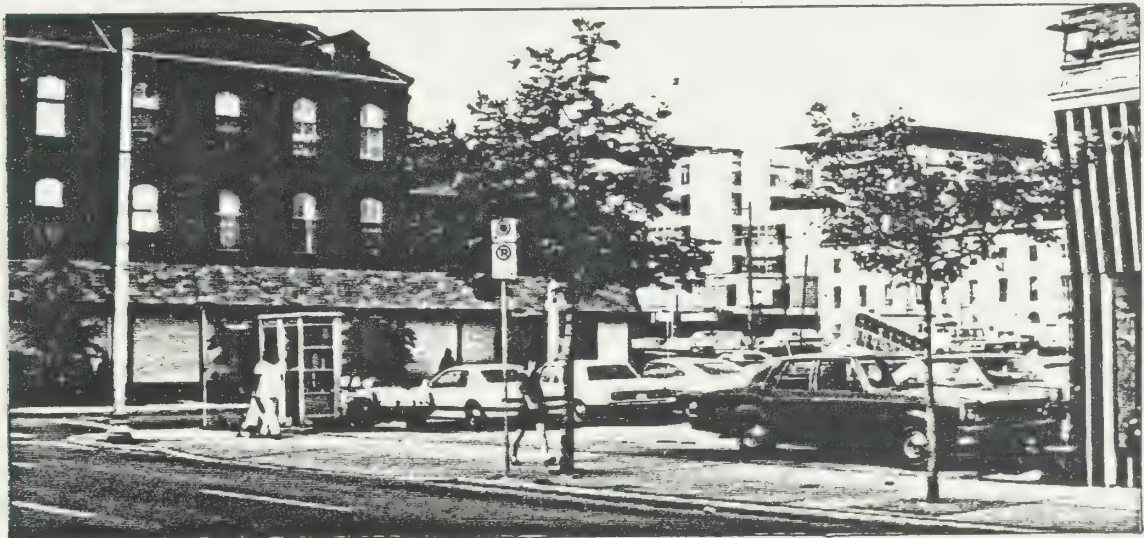


WIDE VEHICLE CARRIAGE WAY OF YORK BOULEVARD AT JAMES STREET

- The parking lots along James Street which are unsightly from the sidewalk and disrupt any sense of enclosure.
- Views down side streets, between buildings and over parking lots to parking areas and deteriorated areas behind James Street.



LACK OF ENCLOSURE AND NEGATIVE VIEW DOWN WILSON STREET FROM JAMES



NEGATIVE VIEW THROUGH PARKING LOT



NEGATIVE VIEW OF PARKING LOT

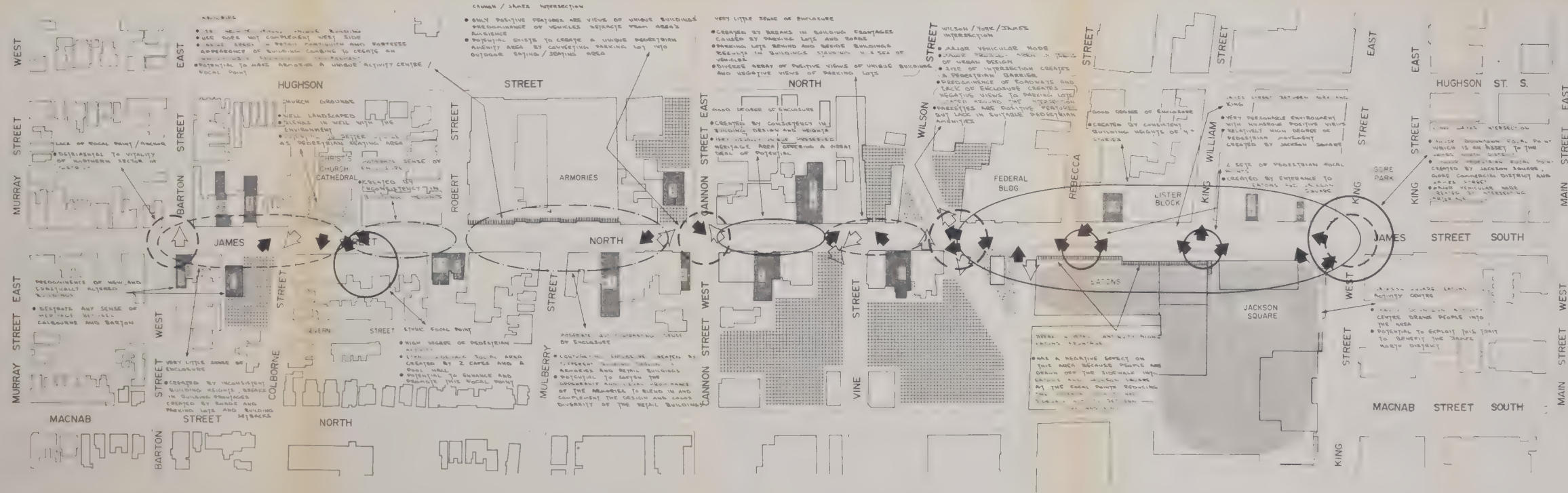


MAJOR BREAK IN RETAIL CONTINUITY AMONG ARMOURIES FRONTAGE

- The large breaks in street oriented retail continuity along the Armouries and Eaton's frontages.
- Deteriorated appearance of upper facades caused by lack of maintenance.
- Inconsistencies and visual array in store fronts (this is dependent on perspective and can also be considered to give the area a unique and individualistic character).
- The 17 buildings, identified by the building condition survey, that visually detract from the area's historical atmosphere.
- The inconsistent sense of enclosure north of York Boulevard created by varying building heights and large breaks between building frontages created by parking lots and side streets.



BUILDING WHICH SEVERLY DETRACTS FROM DISTRICT'S HISTORICAL CHARACTER



- The poor landscaping and lack of pedestrian amenities provided in the parkettes around the York/Wilson and James intersection.
- Lack of major downtown activity centre or anchor development at the north end of James Street to serve as a magnet.
- The lack of and inconsistency in streetscape elements and pedestrian amenities.*
- The visual array and clutter created by store signs.*

*These two features will be dealt with in greater detail in Section 8.3.

8.3 STREETScape AND STREETScape ELEMENTS

The identity and character of a street is established by the basic streetscape which is comprised of the roads, curbs, sidewalks and buildings, and the streetscape elements such as signs, landscaping and street furniture. Generally, the basic streetscape and the streetscape elements of the James Street North district are negative design features which detract from the area's ambience. The only positive element of the basic streetscape is related to the buildings which create the district's historical character.

The medium size deciduous trees which line James Street North are a positive streetscape element from a design perspective. (These trees tend to block out many of the store signs causing many business people along James Street to consider these trees negative elements). The remaining features which comprise the basic streetscape (roads, curbs, sidewalks) and the remaining streetscape elements can be considered negative design features which contribute significantly to the present character of the James Street North district.

8.3.1 BASIC STREETScape

The basic streetscape of the James Street North District is similar to most older downtown retail streets. The roads are wide and carry relatively high volumes of traffic. The sidewalks are relatively narrow and plain. The buildings even though they establish the potential for the district are old and not well maintained. Consequently, these elements do nothing to distinguish the James Street North district as unique, except for the inherent potential associated with the old architecturally and historically significant buildings.

I ROADS

The James Street North vehicle carriage way, though in a good state of repair is very wide and detracts from the area's ambience for two reasons, both related to pedestrian movement and the desire to accommodate the pedestrian comfortably in a pedestrian priority environment (a policy of C.A.P.).

Impacts

- the wide roadway allows James Street North to carry relatively high volumes of traffic which create pedestrian vehicular conflicts and hamper free pedestrian movement at intersections and mid-block crossings.
- the wide roadway creates relatively narrow sidewalks which cannot accommodate suitable pedestrian amenities (street furniture) without hindering free pedestrian movement.



WIDE ROADWAY



NARROW SIDEWALK

Suggested Solutions

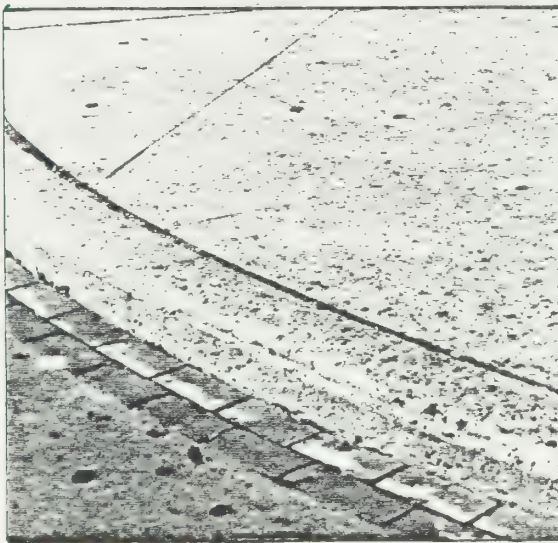
- narrow the roadway to two lanes and establish a transit mall or semi-mall (vehicles restricted to buses, taxis and emergency vehicles). This would be the ideal solution. However, from a traffic planning perspective, this solution is not very feasible. Additionally, many business people along James Street North do not want to see traffic volumes reduced substantially (they claim this would decrease the exposure of their businesses).

OR

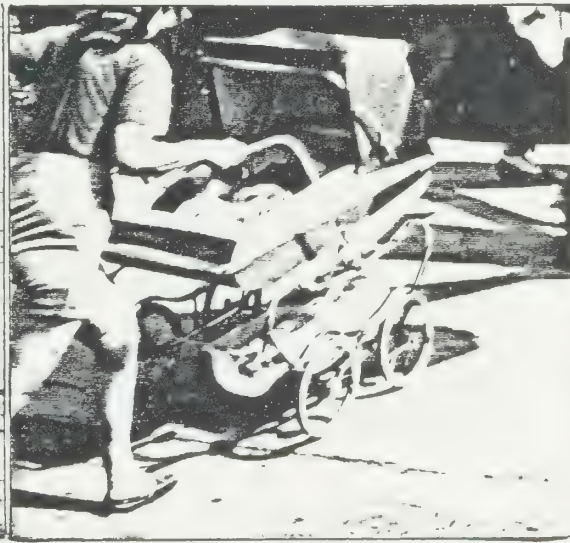
- utilize one, or both on street parking lanes for sidewalk widening
- weave the vehicle carriageway to alter sidewalk widths and slow traffic movement
- de-synchronize traffic signals
- consider alternatives to reduce traffic volumes

II CURBS

The curbs along James Street are in a good state of repair but lack sufficient curb ramping at intersections. Intersections where curbs are ramped are indicated on Map 33.



CURB WITHOUT RAMP



CURB WITH RAMP

Impact

- hampers the free movement of handicapped and elderly pedestrians

Suggested Solution

- that curbs at all the intersections along James Street North within the James Street North district be ramped

III SIDEWALKS

The sidewalks along James Street North, except around the King and James intersection, are constructed of concrete slabs which are in a relatively good state of repair. Around the King and James intersection, the sidewalks are constructed of red paving stones. Paving stones are also used at the base of all the trees lining James Street to permit the filtration of water to the roots. The paving stones around tree bases have settled and presently are not flush with the sidewalk surface.

Impact

- the use of standard concrete slabs for the sidewalks is visually unappealing and detracts from the potential ambience of the James Street North district.
- the settling of paving stones around tree bases is creating an uneven surface around trees which can create an obstacle for elderly and handicapped pedestrians.



Suggested Solutions

- resurface the sidewalks using both decorative paving stones and concrete slabs strategically to create a visually stimulating even walking surface
- ensure the sidewalks are maintained and repaired annually
- replace the paving stones at the base of trees with circular iron or steel grates which are flush with the sidewalk surface

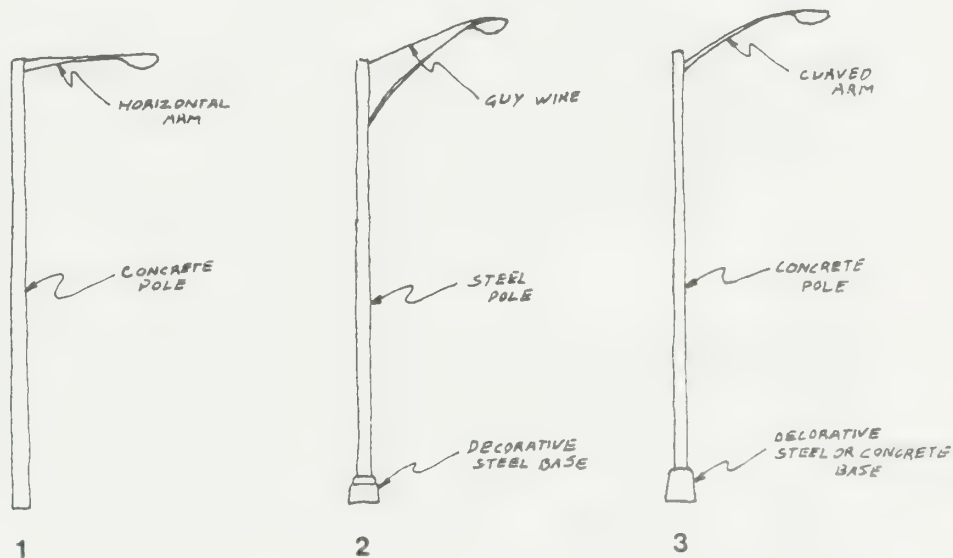
8.3.2 STREETSCAPE ELEMENTS

Streetscape elements play a major role in establishing the character of a streetscape and in establishing a comfortable and unique pedestrian environment. A unique character and identity is established when streetscape elements are consistent in design to reflect the desired character. A comfortable pedestrian environment is created when streetscape elements are placed to create sidewalk focal points, when free pedestrian movement is maintained and when pedestrian comfort and safety is incorporated into the design of the streetscape by providing weather protection and pedestrian lighting.

The streetscape elements along James Street North do not reflect these criteria. The design of light standards is inconsistent, no pedestrian lighting is provided. Both store signs and traffic signs create a visual clutter. Street furniture is severely lacking and what does exist is placed haphazardly. No focal points are created by streetscape elements. Landscaping is poor except for the deciduous trees which line James Street North. Weather protection is non-existent except for the occasional cloth awning. Generally, there is no consistency in streetscape elements and the streetscape elements which do exist combine to create a visual clutter and detract severely from the area's potential ambience.

I LIGHT STANDARDS

Three styles of light standards (depicted below) are found along James Street North.

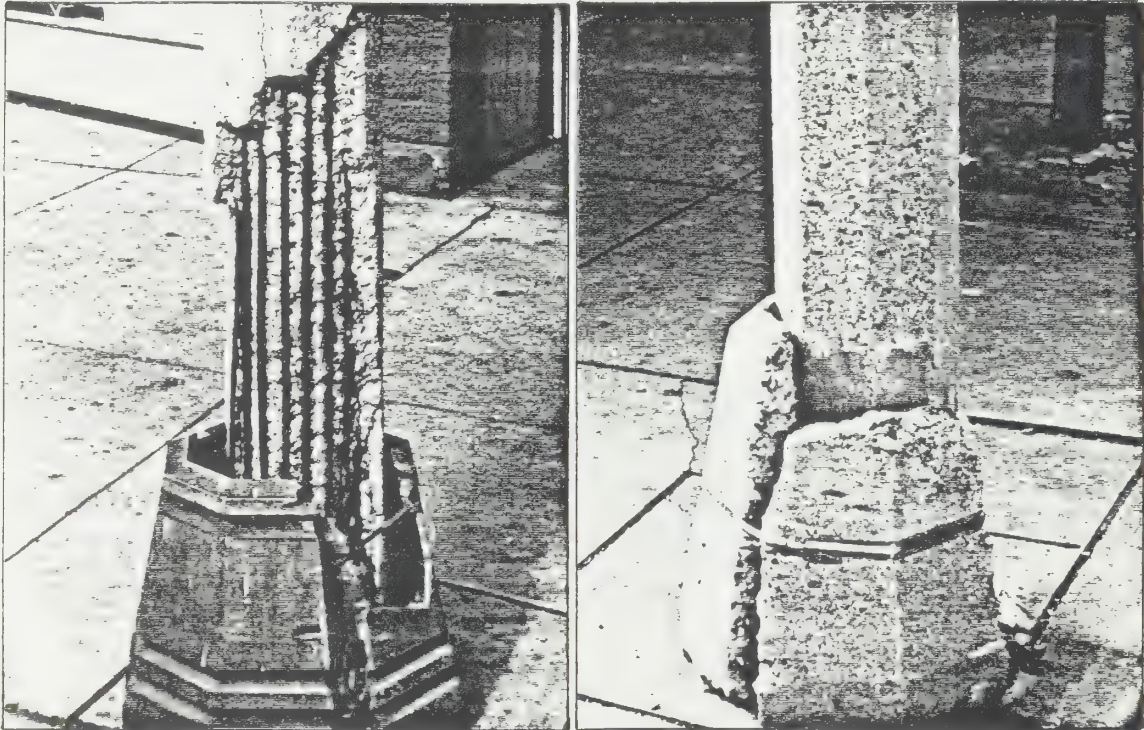


Style 1 is located along the sector of James Street between King Street and York Boulevard. These light standards are relatively new and are, therefore, in very good condition.

Style 2 is located along the sector of James Street between York Boulevard and Cannon. These light standards are old, intact but

are severely rusted. Additionally, a number of these standards are tilted.

Style 3 is located along the sector of James Street between Cannon and Barton Street. These standards are newer than the style 2 standards but are in very poor condition. A number of these standards also tilt. The steel and concrete bases are cracked or have pieces missing in virtually all cases.



The light standards and their inconsistent designs reflect the present deteriorated character of the district. The light standards accommodate only streetlights, traffic signs and traffic signals at intersections. No pedestrian lighting is found along the entire length of the James Street North district.

Impacts

- light standards severely detract from the area's ambience because of inconsistent designs and poor maintenance
- lack of pedestrian lighting decreases a sense of safety at night for pedestrians

Suggested Solutions

- replace all light standards with uniform standards which reflect the district's historical character

OR

- replace all light standards with uniform contemporary standards which complement the district's historical character (similar to King Street East)

- provide uniform pedestrian lighting in addition to streetlights on light standards

II SIGNS

Both store signs and traffic signs play an important role in establishing the character of a streetscape.

(a) STORE SIGNS

The store signs within the James Street North district vary considerably in design, colours, materials, and placement, and compete with each other for prominence.

There are two schools of thought regarding the aesthetic appeal of store signs which characterize many older retail streets.

1. - they establish an individualistic appearance for the businesses:
 - chaotic clutter is appealing and adds a visual array of colour
2. - they do not establish a unique identity for the district
 - chaotic clutter is confusing and defeats the purpose of the signs

Since one objective for the James Street North district is to establish a retail street with a unique identity and personable character, the present array of store signs is a negative streetscape element.

Impacts

- store signs do not establish a unique identity and character for the James Street North district
- store signs are designed to give exposure to businesses but are oriented more to vehicular traffic than pedestrian traffic and therefore defeat their purpose

Suggested Solutions

- standardize size, placement and general design of store signs to reflect and enhance the district's historical character and to reduce visual competition which would also reduce visual clutter
- sign placement should be geared to pedestrian traffic as opposed to vehicular traffic

(b) TRAFFIC SIGNS

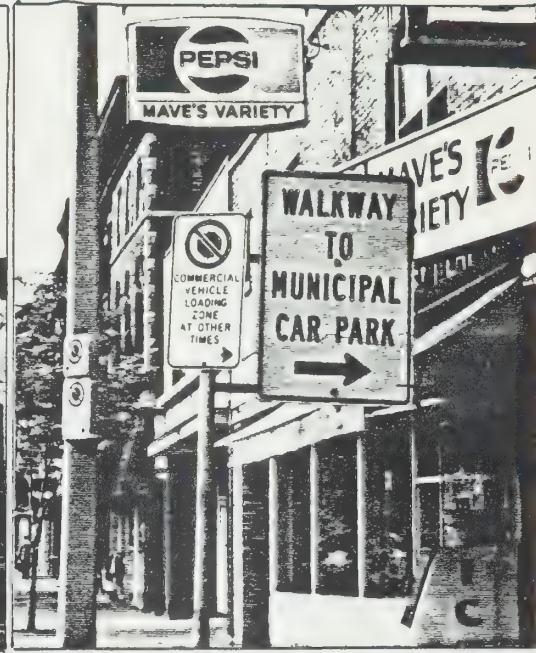
Traffic signs within the James Street North district are placed haphazardly on both light standards and free standing sign poles.

Impacts

- creates a visual array and clutters light standards



STORE SIGN CLUTTER



TRAFFIC SIGN CLUTTER

Suggested Solutions

- standardize the placement of traffic signs on either light standards or free standing sign poles to complement the area's historical character
- consider the possibility of designing traffic signs to reflect area's historical character
- reduce the number of individual traffic signs where possible by combining them into one sign and placing them in strategic locations

Additional Sign Suggestions

- introduce directional signs to promote certain districts (e.g., ethnic area) and provide sidewalk store directories similar to those found in shopping malls
- place flags, etc., on building faces and light standards to add colour to the streetscape and to enhance and establish a unique character for the district

III STREET FURNITURE

Street furniture within the James Street North district is very minimal, is placed haphazardly, and is inconsistent in design.

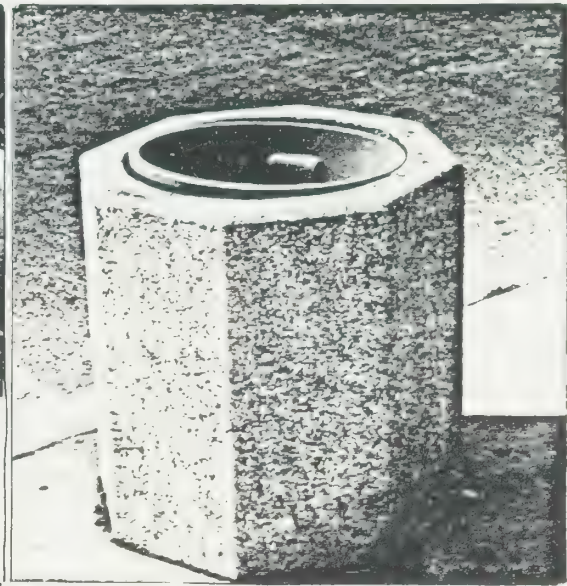
(a) SIDEWALK BENCHES

- only 1 sidewalk bench is located within the entire James Street North district



SIDEWALK BENCH

ADJACENT TO JACKSON SQUARE



STANDARD CONCRETE WASTE RECEPTACLE

- it is located adjacent to Jackson Square (refer to Map 33)
- it is of standard concrete side and wood seat design

(b) WASTE RECEPTACLES

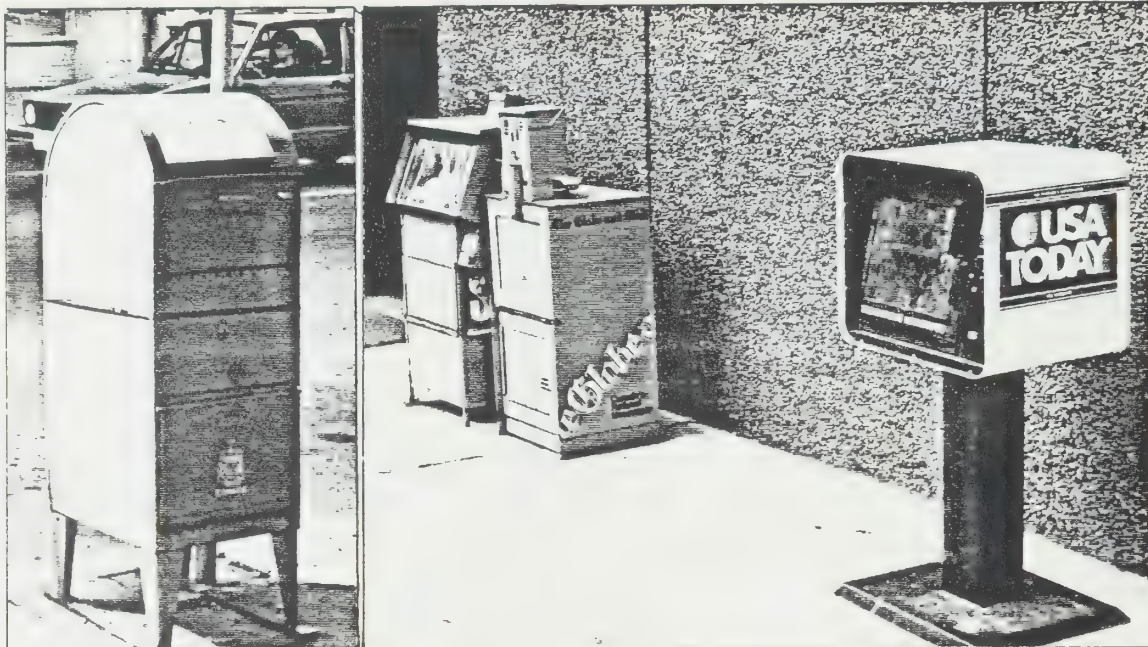
- several waste receptacles are placed along the sidewalk within the James Street North district
- placement is very haphazard (refer to Map 33)
- receptacles stand alone with no additional complementary street furniture
- receptacles are the standard moveable concrete design
- receptacles are too few and far between to efficiently and effectively serve their purpose

(c) NEWS STANDS

- placed haphazardly (individually or clustered) along the sidewalk at intersections and mid-block adjacent to buildings or light standards (refer to Map 33)
- news stand designs are the standard design and colour for the different newspapers

(d) MAIL BOXES

- placed haphazardly along the sidewalk in the same manner as news stands
- mail boxes are the standard red box design



STANDARD MAIL BOX

NEWS STAND CLUTTER

Impacts

- the lack of suitable street furniture to facilitate the creation of a comfortable pedestrian environment, the inconsistent, irregular design and the haphazard placement of street furniture creates a very disjointed unaesthetic streetscape which detracts seriously from the district's ambience and creates an inhospitable pedestrian environment

Suggested Solutions

- standardize street furniture designs to reflect and complement the district's historical character. There are two approaches to achieving this:
 1. design street furniture to reflect the historical character
 2. design street furniture to reflect a contemporary modern character which complements the district's historical character
- place street furniture in complementary clusters to create pedestrian focal points; e.g., benches, planters, news stand, freestanding pedestrian lights, waste receptacles, kiosks, in a cluster, and sidewalk cafe, flags, fencing, directional signs, etc., in a cluster
- provide additional street furniture elements and place them strategically in an organized manner along the sidewalk. Some additional street furniture elements which could be provided are:
 - bollards
 - kiosks
 - information directories and signs

- benches, planters, garbage receptacles in clusters
- sidewalk cafes
- hanging plants

IV LANDSCAPING

The mature deciduous trees which line James Street North constitute the only positive streetscape element and the only consistent landscape feature for the district. Additional sporadic landscape features which are not designed to accommodate pedestrians are:

- the small parkettes around the James/York Boulevard intersection
- the landscaped frontyard of Christ's Church Cathedral



PARKETTE AT JAMES AND WILSON INTERSECTIONS



FRONT YARD OF CHRIST'S CHURCH CATHEDRAL

The overall poor landscaping along the sidewalks indicates that no concerted effort was ever made to enhance the district through landscaping except for the provision of trees along the sidewalk at regular intervals.

Impacts

- though green spaces (parkettes) provide visual relief from the concrete environment they are not utilized to their fullest potential by pedestrians because of poor design and the lack of pedestrian amenities
- the regular placement of trees with no additional landscape features tends to be monotonous and not very visually stimulating
- the lack of additional diverse landscaping features detracts from the area's potential ambience.

Suggested Solutions

- provide additional landscaping features:
 - hanging plants from light standards and buildings
 - flower boxes hanging from upper floor window sills
 - strategically placed planter boxes around pedestrian focal areas
 - possibly grass along portions of the sidewalk
- organize landscape features to complement street furniture placement
- utilize both coniferous and deciduous shrubs to maintain greenery in winter
- redesign parkettes to serve as pedestrian rest areas and focal points
- buffer parking lots with dense landscaping along sidewalks

V FENCES AND WALLS

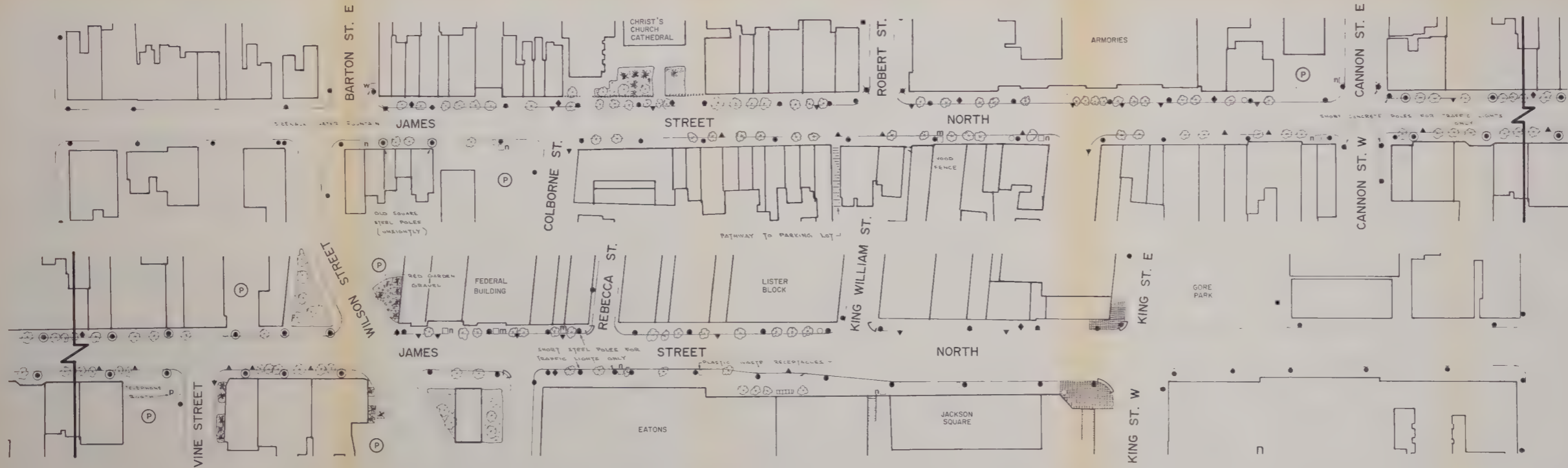
Fences and blank walls, when considered and incorporated strategically into a streetscape, can play a prominent role in enhancing the character of a streetscape.

(a) FENCES

Within the James Street North district, fences have been used in two locations to either block views or to designate private property. The location of these fences are indicated on Map 33.

1. Fence between 213 and 225 James

- serves to restrict use of a private driveway and blocks the view down the driveway to the inner block
- fence is constructed of wood



Impact

- visually, this fence is not very appealing and detracts from the area's historical character

Suggested Solution

- reconstruct fence of rod iron to reflect a historical character and to permit view down the driveway and into the inner block
2. Fence along front property line of Christ's Church Cathedral
 - 4' fence constructed of rod iron

Impacts

- fence is visually appealing, reflects the area's historical character and does not obstruct the view of the Cathedral
- fence inhibits the passive use of the landscaped front yard of the Cathedral by pedestrians

It would be desirable to make better use of the landscaped front property of the Cathedral by providing pedestrian seating areas. However, this cannot be accomplished without permission and approval from the Board of Trustees of Christ's Church Cathedral.

Additional Suggestions

- provide rod iron or chainlink fences around sidewalk cafes (if incorporated into the streetscape)
- provide strategically positioned low chainlink fences around green spaces, parkettes and sidewalk street furniture clusters (fences should be positioned to ensure that they will not inhibit use of these pedestrian focal points)

(b) WALLS

The varying heights of buildings in tandem with the blank side wall construction of many old buildings has resulted in a number of blank walls being visible from the sidewalk within the James Street North district. A number of these blank walls were utilized for painted signs which have faded over the years or presently accommodate large billboards. Buildings with side walls which have been utilized for painted signs and which have the potential to enhance the former character of the district are:

1. Upper south wall - 14 James - old Tip Top sign
Suggestions:

- revive the old sign (repaint)

OR

- utilize the wall for a wall sign or mural which introduces the James North Heritage district

2. Upper north wall - 16/18 James - very faded painted sign which is blocked by a large billboard positioned on the roof of 20-26 James

Suggestions:

- remove the large billboard
- revive the old sign (repaint)

OR

- utilize the wall for a wall sign which introduces the historical gore commercial district

3. Entire front portion of south wall - 170-174 James - very faded painted sign

Suggestions:

- revive the old sign (repaint)

OR

- utilize the wall for a wall sign which introduces the ethnic character area

4. Upper south wall - 105 James - old painted sign which is partly painted over

Suggestions:

- revive the old sign (repaint)

5. Upper north wall - 143-144 James - very faded painted sign

Suggestions:

- revive the old sign (repaint)

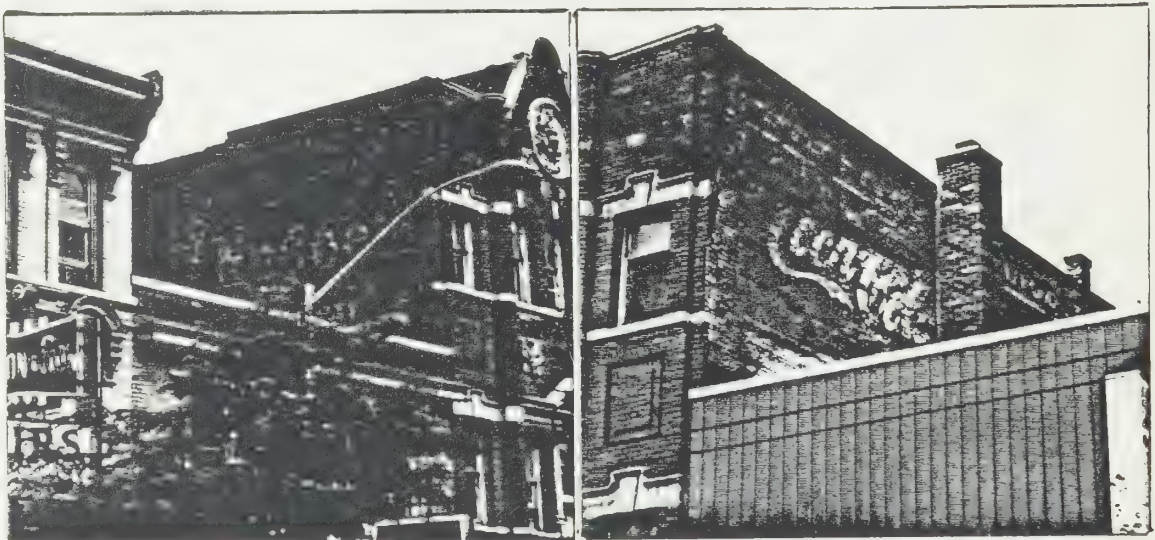
OR

- utilize the wall for a wall sign introducing the downtown character area

6. Upper north wall - 161-169 James - old faded painted sign

Suggestions:

- revive the old sign (repaint)



7. Upper south wall - 175 James - old Nugget Shoe Polish sign
Suggestions:
 - revive the old sign (repaint)
8. Upper north wall - 175 James - old Coca-Cola sign
Suggestions:
 - revive the old sign (repaint)
9. Upper north wall - 193-191 James - old faded painted sign
Suggestions:
 - revive the old sign (repaint)
10. Upper north wall - 213 James - old faded painted sign
Suggestions:
 - revive the old sign (repaint)
11. Upper north wall - 91-99 James - old faded "Shamrock" sign
Suggestions:
 - revive the old sign (repaint)

Buildings with side walls which are highly visible and have the potential to be used for wall murals complementary to the district's historical character are:

1. Entire north wall - 98 James Street North - blank concrete wall with large billboard in front
Suggestions:
 - remove billboard
 - commission a wall painting (mural) which carries the building's historical facade around to give the impression that the north wall is a historical facade



2. Entire south wall - 108 James - blank brick with boarded-in windows
 - incorporate a painting scheme which highlights the architectural features and gives the impression that the windows are not boarded

3. Entire front portion of north wall - 240-246 James - blank brick wall

Suggestions:

- utilize the wall for a painted wall sign

OR

- commission a wall mural which gives the impression that the architectural features of the front facade extend around the corner

4. Upper south wall - 302 James - blank brick
- Suggestions:

- utilize the wall for a sign which indicates the terminus of the James Street North district

5. Entire north wall - 75 James - blank brick wall with a large billboard in front

Suggestions:

- remove the billboard
- commission a wall mural which carries the buildings historical facade around to give the impression that the north wall is a historical facade

6. Entire south wall - 91-99 James - large mounted T.M. Spratt sign and painted red and white purina checkers

Suggestions:

- remove mounted T.M. Spratt sign
- commission a wall mural which would give the impression that the north wall is a historical facade

7. Entire south wall - 275 James - new one storey building
- Suggestions:

- screen visual impact of the wall by extensive landscaping at the base of the wall

Other buildings with side walls which have the potential to be used for complementary wall murals or painted signs reflecting a historical character are:

1. Entire south wall 62-64 James
 - blank brick wall with some windows
 - potential to be utilized for a painted sign
2. Entire front portion of north wall - 282 James - blank brick painted green on bottom
 - potential to utilize for a wall mural which carries the front facade around the corner

3. Entire front portion of south wall - 288/290 James - blank brick
 - potential to be utilized for a wall mural which carries the front facade around the corner
4. Upper north wall - 129-133 James - blank black tar
 - place a brick veneer over the black tar
5. Upper north wall - 143-149 James - blank brick
 - potential to be utilized for a painted wall sign or to be left blank
6. Upper south wall - 157-159 James
 - blank brick wall with large billboard mounted on the roof of 155 James in front
 - remove billboard and leave the wall blank
7. Entire north wall - 151-153 James - blank brick with a large mounted billboard
 - remove billboard and leave the wall blank



8. Upper south wall - 191 James - blank brick
 - maintain as blank
9. Upper south wall - 203/205 James - blank brick
 - maintain as blank
10. Upper north wall - 245 James - blank brick
 - maintain as blank

VI SIDEWALK SHELTERING

Sidewalk sheltering is a very important streetscape element for pedestrian comfort in cities with severe climatic conditions associated with winter and precipitation. Presently, the only form of sidewalk sheltering, within the James Street North district, is provided by cloth store front awnings which often are not utilized for pedestrian sheltering.



Impacts

- the lack of consistent sidewalk sheltering discourages pedestrian movement during inclement weather

Suggested Solution:

- establish a sidewalk sheltering system which is complementary in design to the area's historical character, is efficient and effective

VII WIRESCAPE

The majority of overhead wires along James Street North have been buried. The only overhead wires which presently exist are trolley wires and one cable (telephone or hydro) on the east side of James Street between Cannon and Barton. The only locations where overhead wires are very visually prominent are at the King and James intersection, the Cannon and James intersection, the Robert Street and James intersection and the Barton and James intersection. The visual prominence is the result of trolley wires intersecting and diverging along trolley routes.

Impacts

- overall, the overhead wires do not seriously detract from the area's ambience

- the stringing of trolley wires is the major cause of tilting light standards where the light standards are old
- the only negative visual impact of overhead wires is found where trolley wires intersect



OVERHEAD WIRES AT JAMES/BARTON INTERSECTION

Suggested Solutions

- bury the one remaining overhead cable located along the east side of James Street between Cannon and Barton
- examine the feasibility of phasing out trolley buses through discussions with H.S.R.

8.4 ENVIRONMENTAL QUALITY

The James North District forms a part of the city's Central Business District and shares the same environmental quality with respect to air and noise. The Ministry of the Environment has undertaken analysis to determine the extent of air pollution within the downtown area. No analysis of noise pollution has ever been done.

8.4.1 AIR

The downtown area is located west of the major air polluting industries of the Bayfront industrial area. The prevailing westerly winds in the Hamilton area result in air pollutants being blown away from the core. Occasionally easterly winds will reverse this situation. However, toxic emissions are not considered to affect the environmental quality of the C.B.D. to any great extent. The only air pollution which does exist relates to air borne dust particles. Downtown Hamilton is just slightly above the M.O.E. standard for this type of pollution.

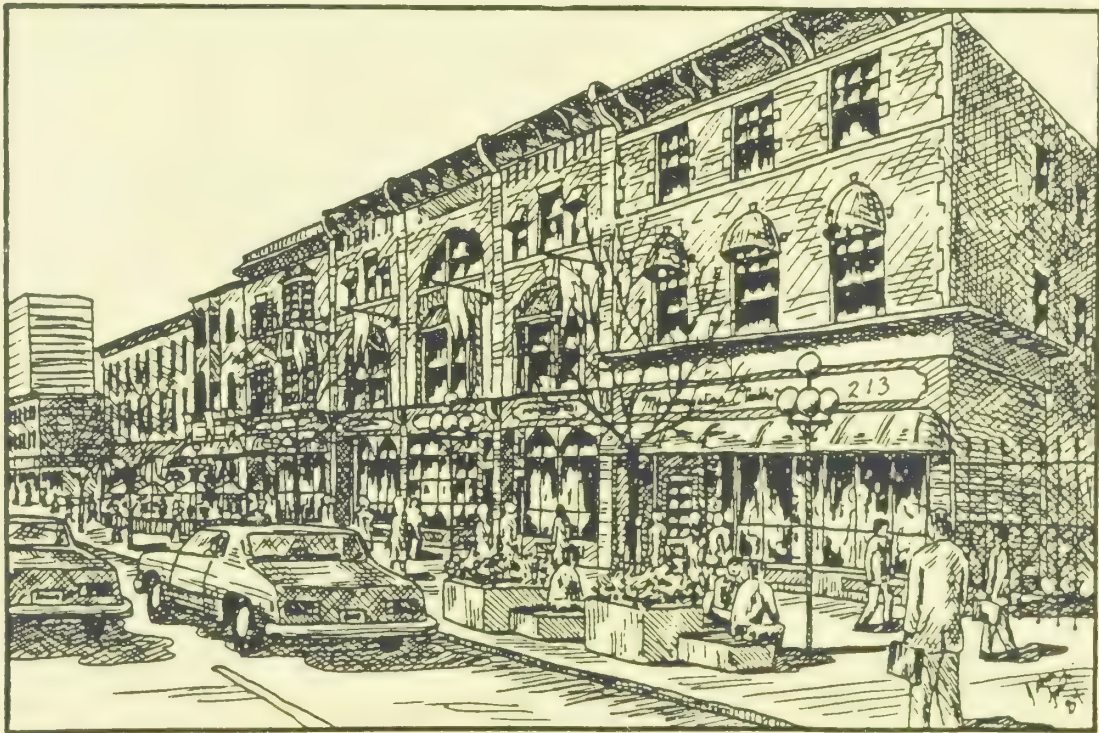
Approximately 7-10 times a year, thermal inversions occur which create particle build up above downtown Hamilton's normal level. This is not considered a major concern. In general, the air quality within the C.B.D. and along James Street North is considered acceptable and normal for a downtown area.

8.4.2 NOISE

As stated, the M.O.E. has not undertaken a noise analysis for downtown Hamilton. However, the noise level and the extent of noise pollution for James Street North is typical of most downtown areas of medium size cities. Along James Street North, the primary source of unpleasant noise levels is vehicles, especially trucks.

SECTION 9

Questionnaire Analysis



9.1 INTRODUCTION

Information, on the nature and perceptions of occupants of the area was obtained through questionnaires. Both commercial and residential questionnaires, along with an information package, were hand delivered to each business and household in the study area. The information package was designed to give general background information, outline the merits of a Heritage Conservation District and solicit support for the planning program. The questionnaires provided the merchants and residents with an opportunity to voice their opinions and concerns. Samples of the information package and questionnaires are included in Appendix C2.

9.2 COMMERCIAL QUESTIONNAIRE ANALYSIS

Commercial questionnaires were hand delivered to each of the 186 occupied commercial establishments along James North. 121 responded, representing an overall commercial response rate of 65.1% (Map 34). The analysis to follow shows each question as found in the questionnaire, and provides comments on the results.

1. Name of business:
- Type of business:
- Location of business/properties in question:

Comments: The purpose of these three questions was to obtain an accurate account of the type of activity taking place in each establishment. Municipal addresses were obtained for identification purposes (Map 34).

- 2.a) I own _____ rent _____ the premises
- b) I have owned/rented the premises for _____ years.
- c) I have operated my present business at this location for _____ years.

a) Response	Number	Percentage
Own	46	38
Rent	75	62
	121	100

b) Response	Number	Average No. Years
Owned	39	16
Rented	72	12
No response	10	
	121	

c) Response	Number (total)	Average (years)
Years	108	14

Comments: The majority (62%) of the merchants along James North rent their premises. This may be attributed to the high cost of purchasing property in this downtown area.

The average number of years that respondents rented/owned their premises was 13-14 years. (The number of years ranged from two months to 86 years), and it appears that the majority have operated the same business over that period of time. This implies a relatively low turnover rate. In addition, this indicates that little change has occurred in terms of the type of businesses and merchandise offered over the past decade.

3. The upper floors of the premises are used as:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Residential Units	47	38.8
Offices	6	5.0
Vacant	25	20.7
Other	12	9.9
Dual Answer*	20	16.5
No Response	11	9.1
	121	100.0

Comments: Over one-third (38.8%) of the buildings along James North contain residential units on the upper floors. A slightly lower percentage (20.7%) of the upper floors are vacant, indicating underutilized space. Very few offices exist on the upper floors.

* Upper floors used for more than one purpose.

4. My mother tongue is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
English	61	50.4
French	0	0
Italian	14	11.6
Portuguese	17	14.0
Other*	29	24.0
	121	100.0

Comments: Half (50.4%) of the respondents have English as their mother tongue. However, the fact that the remaining 50% do not, indicates a relatively diverse group of ethnic merchants along James North. As 25% of James North is made up of Italian and Portuguese-speaking merchants, this supports the general opinion that the James North area is populated by a significant number of Portuguese and Italian persons.

*Armenian, Lithuanian, German, Hungarian, Greek, Spanish, Chinese, Czechoslovakian, Russian, Croation, Dutch, Danish.

5. Presently my business employs _____ persons on a full-time basis.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
0-1 53	43.8	
2-4 34	28.0	
5-7	16	13.2
8-10	6	5.0
No Response	6	5.0
	121	100.0

Comments: As the response values varied, the number of persons employed were broken down as illustrated in the "Response" category. As a significant number (43.8%) are either self-employed or employ only one person, this implies that businesses are relatively small.

6. In my opinion, the performance of my business over the past 5 years is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Improving	32	26.4
Stable	41	33.9
Declining	36	29.8
No Response	12	9.9
	121	100.0

Comments: Business performance along James North is split approximately three ways. Just over one quarter (26.4%) felt that their businesses were improving; over one-third (33.9%) said their businesses were stable; and one-third (29.8%) responded that their businesses were declining. Geographically, improving/stable/declining businesses are scattered all along James North, indicating no definite trends by area.

7. Jackson Square has had a positive impact _____, negative impact _____, no impact _____, on the performance of my business.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Negative	34	23.1
Positive	33	27.3
No Impact	49	40.5
No Response	5	4.1
	121	100.0

Comments: The majority of the merchants (40.5%) felt that Jackson Square has had no impact on the performance of their businesses. Of the remainder who responded, half believe that Jackson Square has had no positive effect on their business, while the other half feel the opposite. Again, when analyzing the responses

geographically, no definite trends can be established. Generally, however, as one travels north, past Mulberry Street, the majority of the respondents feel that Jackson Square has had no impact on the performance of their businesses. This can probably be attributed to distance.

For those who answered "positive" to this category, the following responses were recorded:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) serves as a focal point/ activity center for James Street North	21	37.5
ii) draws more customers to your business	14	25.0
iii) provides parking for customers who frequent your business	7	12.5
iv) has given your business greater exposure on a city-wide scale	8	14.3
v) other (please specify)	4	7.1
No Response	<u>2</u>	<u>3.6</u>
	56	100.0

Comments: Of the 33 questionnaires with a positive response, the majority (37.5%) felt that Jackson Square served as a focal point to James North. This, in turn, was believed to stimulate more business (25.0%) and provide greater exposure of their businesses (14.3%) city-wide. As part of the reasoning behind the construction of Jackson Square was to stimulate activity and draw people to the downtown, it would appear as if over one-quarter of the respondents feel that it is doing just that.

For those who answered "negative impact" to question 7, the following responses were made:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) only serves as a focal point/activity center for King Street, not James Street	14	14.6
ii) draws customers away from your business	27	28.1
iii) creates more competition for your business	17	17.7
iv) has decreased the exposure of your business	12	12.5

v) lack of street oriented retail along the west side of James Street between King Street and York Boulevard discourages customers to walk along James Street to frequent your business	21	21.9
vi) other	<u>5</u>	<u>5.2</u>
	96	100.0

Comments: Of the 34 respondents who believe that Jackson Square has had a negative impact, 28.1% feel that Jackson Square draws people off the streets. This contrasts the 25% (previous response) who believe the opposite.

It is interesting to note the comments made by the five respondents who answered "other" to this category. The following opinions were expressed:

- Jackson Square is self-contained - people come to Jackson Square and then leave - little spin off occurs
- the present visual state of James North, when compared to Jackson Square, discourages pedestrians
- vagrants and other "undesirables" who give James North a bad name, discourage pedestrians from venturing outside of Jackson Square

8. The one area where most of my customers/clients and employees come from is:

<u>Response</u>	<u>Number</u> <u>(customers)</u>	<u>%</u>	<u>Number</u> <u>(employees)</u>	<u>%</u>
a) immediate area	34	28.1	13	10.7
b) downtown	8	6.6	4	3.3
c) city-wide	31	25.6	29	24.0
d) city-wide and beyond	44	36.4	16	13.2
No response	<u>4</u>	<u>3.3</u>	<u>59</u>	<u>48.8</u>
	121	100.0	121	100.0

Most of my customers/clients are of my mother tongue.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	32	26.45
No	32	26.45
Half and Half	52	43.00
No Response	<u>5</u>	<u>4.10</u>
	121	100.0

Comments: Of those who responded to this question, the largest percentage (36.4%) replied that their customers originate from all over the City, as do their employees (24%). As a large portion of this shopping area has an ethnic "flavour" not offered elsewhere in Hamilton, this is not surprising. What is surprising, however, is the small percentage of customers (6.6%) and employees (3.3%) who come from the downtown. However, when combined with the answers given for part "a", the figures appear to correspond.

The answers provided for the last part of question 8 were interesting to note. The discovery was made that exactly half of James North's customers were of the merchant's mother tongue, while half are not. With reference to question 4, this implies a highly diverse ethnic clientele for James Street North.

9.a) Do you think the study area is attractive to customers?

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	43	35.5
No	53	43.8
Yes and No	23	19.0
No response	<u>2</u>	<u>1.7</u>
	121	100.0

b) If yes, what are the special features you believe are attracting people to the area?

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) good parking	18	9.3
ii) good transit	26	13.4
iii) visibility due to high traffic volumes	17	8.8
iv) active business association	10	5.2
v) proximity to King Street and Jackson Square	27	13.9
vi) nature of shopping opportunities	23	11.9
vii) attractive surroundings	6	3.1
viii) attractive buildings	13	6.7
ix) nearby residential areas	16	8.2
x) ethnic flavour of district	29	14.9
xi) other	<u>9</u>	<u>4.6</u>
	194*	100.0

*Greater than number of questionnaires received as respondents checked off more than one feature.

- c) If no, what are the features you believe are discouraging people from shopping in the area?

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) poor parking	55	20.4
ii) poor transit	12	4.4
iii) high traffic volumes	17	6.3
iv) inactive business association	17	6.3
v) proximity to King Street and Jackson Square	21	7.8
vi) nature of shopping opportunities	13	4.8
vii) unattractive surroundings	43	15.9
viii) unattractive buildings	48	17.8
ix) ethnic flavour of district	7	2.6
x) insufficient residential areas	14	5.2
xi) other	23	8.5
	270	100.0

Comments: The consensus regarding the attractiveness of James North tends to favour the "no" response category (43.8%). However, those who feel that the area is attractive, are not far behind (35.5%). Respondents tend to feel strongly that James North is unattractive, primarily due to poor parking and unattractive buildings/surroundings. On the other hand, the "attractive" category was supported by James North's proximity to Jackson Square and King Street. The ethnic flavour of the district also represented one of the more favourable features of James North.

Of those persons who specified additional reasons for James Street North's unattractiveness, relevant ones were: crime, vagrants, prostitutes, drunks and other "unsavory individuals", along with poor police surveillance and poor lighting. Another concern was difficulty of movement for the disabled along James North.

10. The present condition of the exterior of my building(s) is satisfactory to me:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	56	46.3
No	54	44.6
No Response	11	9.1
	121	100.0

Comments: The relatively even split of the above response is surprising when referring back to the previous question and the large number who attribute the unattractiveness of James North, to the unattractive buildings. However, as 38% of the merchants own the buildings in which they reside, it appears logical that the

exterior condition of their own buildings is satisfactory to them. For those who answered 'yes' the following comments were made:

- "I take care of it."
- "I have done extensive renovations."
- "It has recently been sandblasted."
- "Relatively modern storefront."
- "I put up awnings and painted the building."
- "I keep the premises clean."

Of the 44.6% who were not satisfied with the exterior of the buildings, the following reasons were given:

- dirty, rundown
- infested with rodents
- the facade has great potential which is not being utilized
- many architectural features could be highlighted
- neglectful building owners
- speculating landlords do not care
- old building

As numerous storefront facades are new and cover the architectural features on the building (e.g. Black's) this would contribute to the high percentage of satisfied merchants. However, with respect to historical appearance, these buildings do not necessarily complement the historical and architectural integrity.

11. I would consider discussing improvements to heritage features of my building(s) if designation occurs.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	57	47.1
No	29	24.0
No Response	<u>35</u>	<u>28.9</u>
	121	100.0

Comments: The majority of the merchants would consider improving the heritage features of their buildings. Unfortunately, as 62% of the merchants simply rent their premises, they would have little control over the matter. This justifies the high "no response" figure.

12. I would like to see policies applicable to this area on the following matters in order that the character of the district is enhanced or preserved.

- a) Restricting the alteration/removal of significant heritage features on upper floors.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	55	45.5
No	30	24.8
No Response	<u>36</u>	<u>29.7</u>
	121	100.0

Comments: Almost half (45.5%) of the commercial respondents felt protective towards the significant heritage features. As noted in question 2, some of the merchants have been situated along James North for over half a century. This may account for some of the responses and reflects positively on the study.

- b) A 180 day waiting period for a demolition permit (for heritage buildings) so that alternatives to demolition may be explored.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	57	47.1
No	26	21.5
No Response	<u>38</u>	<u>31.4</u>
	121	100.0

Comments: As many of the persons who responded to this question did not understand or were unsure of what was being asked, the "no response" figure was significantly high (31.4%). For the 47.1% who are in favour, this again indicates the concern among merchants for historic buildings and promotes the need for heritage conservation.

- c) Controls on the height and design of new buildings.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	56	46.3
No	30	24.8
No Response	<u>35</u>	<u>28.9</u>
	121	100.0

Comments: It appears that overall, people responded favourably to all policies, regardless of their restrictive nature. 46.3% - the majority - are in favour of height controls and the design control of new buildings. This supports the intent to visually preserve the historic character of James North. In discouraging highrises and non-conforming building designs, the continuity and flavour of the street can be preserved.

- d) Enhancement through extensive public developments.

<u>Response</u>	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>%</u>	<u>No Response</u>	<u>%</u>
i) street-scaping	87	31.5	4	6.6	30	20.5
ii) sidewalk cafe areas	86	31.2	8	13.1	27	18.5
iii) sidewalk widening	60	21.7	19	31.1	42	28.8
iv) reduction in traffic volumes	<u>43</u>	<u>15.6</u>	<u>30</u>	<u>49.2</u>	<u>47</u>	<u>32.2</u>
	276	100	61	100	146	100

Comments: Overall, most of the people who responded are in favour of street enhancement. The fact that the response figure for the "reduction in traffic volume" category was low and the "no response" figure high may be the result of unclarity. That is, many people who responded (or did not respond) were not sure of exactly how traffic could be reduced. Beside many answers, respondents indicated that they were in favour of such reductions but could not foresee how this could be achieved.

13. I am in favour of "Heritage Conservation District" designation.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	78	64.5
No	6	5.0
Not Sure	27	22.3
No Response	10	8.2
	121	100.0

Comments: It is encouraging to note that 64.5% of the merchants along James North are in favour of Heritage designation. Also only 5% responded with a definite no which leaves 22% who are unsure of Heritage designation. With support such as this, the future of James North as a Heritage District appears to be promising. Those in favour of the H.C.D. designation have been mapped (see Map 34).

14. I would like a copy of the questionnaire results.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	95	78.5
No	26	21.5
	121	100.0

Comments: Questionnaire results will be sent to the 95 merchants who requested them. This exemplifies interest in the James North Heritage Study, which should be continued throughout the duration of the study.

15. I would like a copy of the historical research which will be done on my building.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	92	76
No	29	24
	121	100

Comments: As in the previous question, an encouraging response rate was obtained. Historical information will be provided for the 92 commercial establishments who responded "Yes".

16. Additional comments pertaining to what you would like to see happen along James Street North between King Street and Barton Street.

Comments: The final section of the questionnaire gave the respondents the opportunity to voice any additional comments or concerns on what they would like to see happen along James Street North. These comments have been grouped below.

Suggestions:

- "I would like to see the same thing they did in Yorkville in Toronto"
- covered walkway on James Street
- more attention to James Street, north of Cannon
- maintain continuity in the streetscape
- periodic street dances between Cannon and Barton
- make the area more accessible for pedestrians
- two way traffic
- stronger business group
- more personal involvement
- convert the Armouries Building into a recreation center for the entire community to utilize
- "I think that some buildings that are in really bad shape should be torn down to make way for small parks with benches, trees and flowers."
- convert the Armouries into small shops and cafes
- make membership and participation in Merchant Association mandatory
 - agreement could be structured with landlords and tenants if necessary, or a fee added to business taxes for this purpose
- promote unity in any promotions
- don't go tearing up street
- institute an award to motivate merchants - it could be for a display or building maintenance or building renovations
- establish a high positive profile and maintain it
- make the awards prestigious, but not out of reach to obtain (e.g. something promotional to put on sign)
- "Design your programs for participation - not so something is expected from City Hall. We are partners, so make it happen together. Encouraging coach lamps either on buildings or free standing on posts, make receiving these an achievement for the block. Publicize it. Draw attention to the happening."
- provide a map of the area (perhaps with street highlights illustrated) - as in shopping plazas - located at major intersections
- advertising campaign to help change negative image/reputation of James Street North
- promote outside cafes
- need more low cost residential units along James North

Security:

- removal of "drunks and winos"
- better lighting at night
- stricter penalties pertaining to loitering and other "unfavourable" business

- more regular (day and night) patrolling for a safer environment
- create a safe feeling with more visible police patrol
- set up a neighbourhood watch type program for "winos and derelicts"

Streetscape

- interlocking bricks
- hanging potted flowers and plants all along street
- big stone garbage cans
- use bright colours to liven the area up
- be careful not to block signage
- "old-style" retail setting
- widen sidewalks
- remove signs that protrude out onto sidewalk
- park benches at bus stops
- encourage installation of clear lighting or trees to create atmosphere on James Street

Clean-up

- provide more garbage containers to cut down on litter
- regular street washing and sweeping etc.
- general clean-up
- buildings need to be refaced
- incentive given to owners to paint and take better care of their buildings
- more garbage collection
- major "sandblasting" all along street

Parking

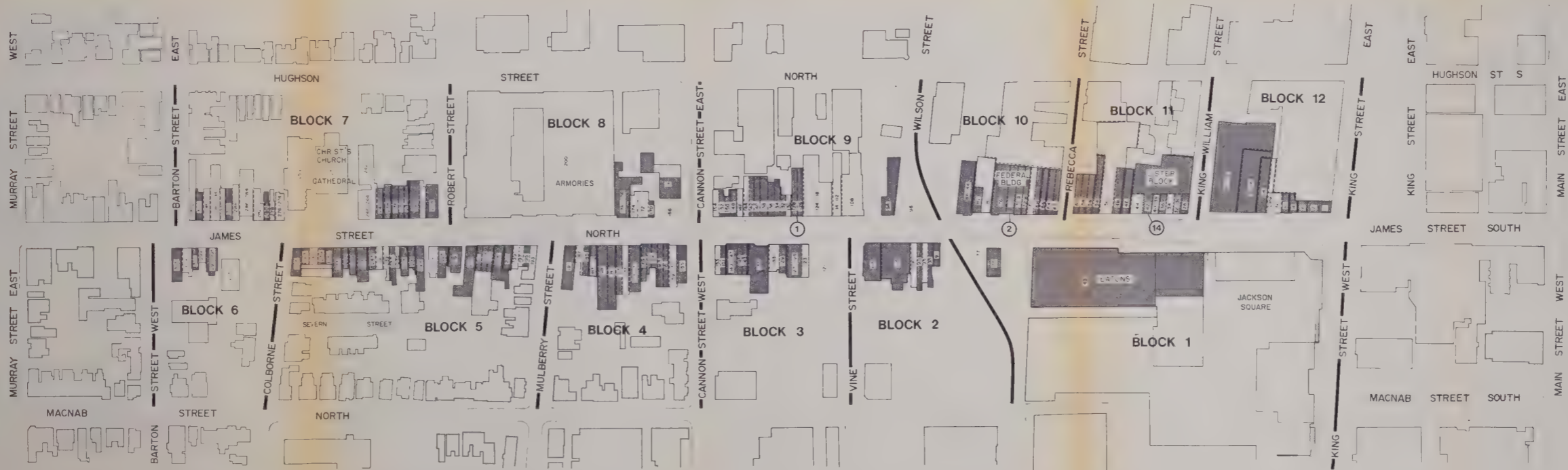
- additional parking facilities with easy access to James Street
- free parking or reduced charges during business hours (malls with free parking create much competition)

Additional Comments

- "If more attention would be paid to the area, the established businesses could make a go of things. As things are, the clientele that are not from the immediate area have a pre-conceived notion that this is a depressed, high crime rate area."
- all buildings should be revitalized, not just the few "important" ones
- night life i.e. restaurants, clubs, cafes, should be encouraged, as they provide exposure for daytime businesses
- "Renovation to James Street North area must be done to complement Jackson Square i.e. an alternative shopping area"

Positive Feedback

- "I think this area has excellent potential for businesses and offices, as well as to preserve an interesting and important part of our local history and heritage."
- "I sincerely hope and feel that revitalization of this historical core will not only help the area, but at the same time this program would ensure the important cultural and heritage implications to the surrounding community."



LEGEND

- LOCATION OF RESPONDENTS
- NUMBER OF UPPER FLOOR RESPONDENTS

H.C.D. RESPONSES BY BLOCK

BLOCK	IN FAVOUR	OPPOSED	UNDECIDED
1	1		
2	1		3
3	6	1	
4	10		2
5	18		3
6	2		1
7	7		1
8	3		1
9	6	1	5
10	6	2	3
11	13	2	6
12	5		2

CITY OF HAMILTON
JAMES NORTH
HERITAGE DISTRICT
COMMERCIAL QUESTIONNAIRE
RESPONDENTS & H.C.D.
RESPONSES

9.3 RESIDENTIAL SURVEY ANALYSIS

A total of 135 residential questionnaires were hand delivered to each of the households along James North. Only 33 questionnaires were returned representing a response rate of 24.4%. Although this figure is low, Map 35 illustrates that questionnaire responses were representative of the entire James Street North study area.

1. I have lived at (address please) _____ for _____ years.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Under 1 year	6	18.2
1-2 years	13	39.4
3-5 years	7	21.2
6-8 years	0	0
9-11 years	3	9.1
15+	4	12.1
	33	100.0

Comments: Almost 50% of the residents* who responded have lived along James North for a maximum of 2 years. This implies a high turnover rate and illustrates a transient populace. High turnover rates may be associated with the fact that lower income persons reside in this low rent area.

$$*18.2\% + 39.4\% = 49.6\%$$

As with the commercial questionnaire, municipal addresses were obtained for identification purposes (Map 34).

2. I own _____, rent _____ my accommodation.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Own	9	27.3
Rent	24	72.7
	33	100.0

Comments: The majority (72.7%) of the respondents rent the premise in which they live. This ties in with the high turnover rate.

3. My mother tongue is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
English	26	78.9
French	1	3.0
Portuguese	2	6.0
Italian	3	9.1
Other*	1	3.0
	121	100.0

Comments: As with the commercial respondents, the majority of the residents (78.9%) have English as their mother tongue. However, as only a combined 21.1% speak various other languages, it appears that although the merchants maintain a high degree of ethnicity, the residents do not.

*Czechoslovakian

4. I live in a:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) rented room	2	6.1
ii) bachelor apt.	2	6.1
iii) 1-bedroom apartment	13	39.4
iv) 2-bedroom apartment	9	27.3
v) 3-bedroom apartment	3	9.1
vi) other	4	12.1
	<u>33</u>	<u>100.1</u>

Comments: 1-bedroom apartments appear greatest in number (39.4%). However, as only 33 questionnaires were obtained, the accuracy of these findings may be questionable. It was interesting to note that of the 4 residents who responded to the "other" category, 2 occupy studios. These studios are located in the Federal Building and offer an innovative alternative to bachelor apartments or rented rooms.

- 5.i) I have _____ people living with me.
 ii) I have 0 _____, 1-2 _____, 3-4 _____, more than 4 _____ children living with me.

<u>i) Response</u>	<u>Number</u>	<u>Percentage</u>
1-2	19	57.6
3-4	11	33.3
5-6	3	9.1
	<u>33</u>	<u>100.0</u>

<u>ii) Response</u>	<u>Number</u>	<u>Percentage</u>
0	21	63.6
1-2	11	33.3
3-4	1	3.1
+4	0	0
	<u>33</u>	<u>100.0</u>

Comments: It appears that the families are small along James Street North. The majority of residents have no children (63.6%). As a high percentage (57.6%) responded that they had 1-2 persons (total) in their family, this implies that the majority living in

the study area are single or couples without children. The fact that only a small percentage (9.1%) of the families are large, coincides with the type of accommodations available. Only a very small portion of the residents live in 3-bedroom apartments.

6. The people in my household work:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
a) in the building where we live	9	20.0
b) elsewhere along James Street North	2	4.4
c) in downtown Hamilton	3	6.7
d) elsewhere in Hamilton	7	15.6
e) outside the City	2	4.4
f) unemployed/no job	12	26.7
g) retired	5	11.1
h) no response	5	11.1
	45	100.0

Comments: As the residents are transient in nature and rents are moderate, it is not surprising to find that over 1/4 of the respondents are unemployed. Next in line are those persons who work in the buildings where they live. These persons characteristically own the buildings, run their own business and have lived in the district for many years.

7. The members of my household travel to work by:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
a) walking or biking	18	40.9
b) public transit	8	18.2
c) family car or truck	3	6.8
d) friend's car or truck	4	9.1
e) no response	11	25.0
	44	100.0

Comments: As a high percentage of the residents are unemployed or work in the buildings in which they reside, it is logical that 40.9% of the residents walk or bike to work. Similarly, as many are unemployed, the majority probably do not own cars - accounting for the low figure of 6.8% who travel to work by family car or truck.

8. My household owns 0 ____, 1 ____, 2 ____, 3 ____ cars or trucks.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
0	21	63.6
1	6	18.2
2	1	3.0

3	1	3.0
No response	<u>4</u>	<u>12.1</u>
	33	100.0

Comments: As many residents are unemployed, or work in the building where they live, car ownership is low (63.6%). It was interesting to note that one respondent owned 3 cars or trucks. This seems out of character for apartment residents, especially since parking appears to be a concern in the James North District (see question 9).

9. There is sufficient parking ____, insufficient parking ____ for my household's cars or trucks.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
sufficient	4	12.1
insufficient parking	4	12.1
no response	<u>25</u>	<u>75.8</u>
	33	100.0

Comments: Since 75% of the respondents did not answer this question, the results are not really a true reflection of James North residents. Disregarding this fact, however, satisfaction with respect to parking is split in half 12% feel that sufficient parking exists, while the other 12% do not.

10. I think there is too much traffic along James Street North.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	15	45.5
No	<u>18</u>	<u>54.5</u>
	33	100.0

Comments: The proportion of residents who responded to question 10 is split almost in half. Slightly more than half (54.5%) do not believe that traffic along James Street North is excessive.

11. I think bus service is satisfactory ____, unsatisfactory ____ along James Street North.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Satisfactory	26	78.8
Unsatisfactory	5	15.2
No response	<u>2</u>	<u>6.0</u>
	33	100.0

Comments: The majority of the residents (78.8%) are satisfied with public transit service. As previously discussed, James North is a main route for several buses.

12. I think the condition of the sidewalks along James Street is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Good	9	27.3
Average	18	54.5
Poor	6	18.2
	33	100.0

Comments: Residents who reside along James North generally feel that the condition of the sidewalks are average.

13. I would like to see the following improvements made to the sidewalks:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
a) narrow the street and widen the sidewalks	10	19.6
b) extensive streetscaping	21	41.2
c) develop sidewalk cafes	13	25.5
d) other	3	5.9
e) no response	4	7.8
	51	100.0

Comments: Almost half of the residents who responded are in favour of extensive streetscaping. Overall, respondents want to see visual improvements to James Street North. This is encouraging, as part of the intent of Heritage designation is to revitalize the street in all respects. One comment from a respondent who checked the "other" category is worth noting. (S)he would like to see obstructions removed from the sidewalks to enhance mobility for the disabled. Another resident suggested closing James North to accommodate a pedestrian mall.

14. I do most of my shopping:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
a) along James Street North	13	39.4
b) downtown	15	45.5
c) elsewhere in Hamilton	4	12.1
d) no response	1	3.0
	33	100.0

Comments: Most respondents shop downtown or along James North. This implies that the majority of the residents utilize their immediate shopping area. As few respondents have (or require) the convenience of owning a car, shopping elsewhere in Hamilton would not seem practical. As James North and the downtown offers diverse shopping opportunities, it is encouraging to see that the majority of respondents are using the services offered in the immediate area.

15.a) In my opinion, the study area is a good place to live:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	27	81.8
No	<u>6</u>	<u>18.2</u>
	33	100.0

b) I feel the following features make living along James Street North attractive:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)close to downtown	29	18.7
ii)close to work	13	8.4
iii)good recreational opportunities	4	2.6
iv)sufficient recreational open space in the area	0	0
v)good area to raise children	0	0
vi)good accommodation	10	6.5
vii)affordable accommodation	20	12.9
viii)good services	14	9.0
ix)close to friends	13	8.4
x)ethnicity of the area	11	7.1
xi)low crime rate	4	2.6
xii)active resident's association	3	1.9
xiii)attractive buildings	7	4.5
xiv)attractive surroundings	4	2.6
xv)good shopping opportunities along James Street North	19	12.3
xvi)other	<u>4</u>	<u>2.6</u>
	155	100.1%

c) I feel the following features make living along James Street North unattractive:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)too close to downtown	0	0
ii)poor recreational opportunities	16	9.9
iii)insufficient recreational open space in the area	16	9.9
iv)poor area to raise children	20	12.4
v)poor accommodations	10	6.2
vi)unaffordable rent	4	2.5
vii)poor services	4	2.5
viii)away from friends	5	3.1
ix)ethnicity of the area	2	1.2
x)high crime rates	15	9.3
xi)inactive resident's association	8	5.0
xii)unattractive buildings	19	11.8
xiii)unattractive surroundings	17	10.6

xiv)noisy	21	13.1
xv)poor shopping opportunities along James Street North	1	0.6
xvi)other	<u>3</u>	<u>1.9</u>
	161	100.0

Comments: From the responses given, it appears that no one feature in particular was felt to make James North attractive or unattractive. Rather, it is a combination of everything. However, it is worth noting that close to 20% of the respondents value the convenience of living so close to the downtown. Also, none of the respondents feel that adequate accessible open space is available (0% response). A significant number (9.9%) feel that this contributes to making James North unattractive. Finally, 12.4% believe that James North is a poor area to raise children. Consideration should be given in the H.C.D. Plan to overcome these weaknesses.

16.a) The present condition of the exterior of my building(s) is satisfactory to me:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	17	51.5
No	<u>16</u>	<u>48.5</u>
	33	100.0

b) The present condition of the interior of my building(s) is satisfactory to me.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	16	48.5
No	16	48.5
No response	<u>1</u>	<u>3.0</u>
	33	100.0

Comments: The split of responses regarding building condition satisfaction reveals no general consensus. Half are satisfied with the exterior condition of their buildings, while half are not. The same is true for opinions expressed regarding interior building conditions.

At the end of the questionnaire, space was provided for residents to express any additional comments they might have with respect to the questionnaire, study, or any other information of relevance. These comments have been grouped below:

Suggestions:

- a grocery store would help in the area
- encourage licenced taverns/restaurants/clubs to monitor drinking of certain persons, as many of these intoxicated individuals wander the streets after hours

Concerns:

- concern about raising rents if area is upgraded
- more careful monitoring of fire and overall building safety
- buildings infested with mice and pests
- landlords/owners should be required to maintain their buildings to a certain standard
- roads in area should be improved

Positive Feedback

- "the Federal Building is a wonderful building and will now get the opportunity to portray its full potential"
- much enthusiasm with respect to Heritage Designation

9.4 SAMPLE QUESTIONNAIRES

JAMES NORTH HERITAGE DISTRICT

Questionnaire Survey

YOUR ANSWERS WILL REMAIN STRICTLY CONFIDENTIAL

1. Name of business: _____

Type of business: _____

Location of business/properties in question: _____

2. I own _____ rent _____ the premises.
 I have owned/rented the premises for _____ years.
 I have operated my present business at this location for _____ years.

3. The upper floors of the premises are used as:

Residential units (apartments) _____

Offices _____

Vacant _____

Other (Please specify) _____

4. My mother tongue is:

English _____

French _____

Italian _____

Portuguese _____

Other (Please specify) _____

5. Presently my business employs _____ persons on a full-time basis.

6. In my opinion, the performance of my business over the past 5 years is:

Improving _____

Stable _____

Declining _____

7. Jackson Square has had a positive impact _____, negative impact _____, no impact _____ on the performance of my business.

If you feel Jackson Square has had a positive or negative impact on your business, please indicate which of the following you feel are applicable.

Positive

- _____ serves as a focal point/activity centre for James St. N.
 _____ draws more customers to your business
 _____ provides parking for customers who frequent your business
 _____ has given your business greater exposure on a city-wide scale
 _____ other (please specify) _____

Negative

- _____ only serves as a focal point/activity centre for King St., not James St.
 _____ draws customers away from your business
 _____ creates more competition for your business
 _____ has decreased the exposure of your business
 _____ lack of street oriented retail along the west side of James St. between King St. and York Blvd. discourages customers to walk along James St. to frequent your business
 _____ other (please specify) _____

8. The one area which most of my customers/clients and employees come from is:

	<u>Customers/ Clients</u>	<u>Employees</u>
a) immediate area (within 3/4 mile)	_____	_____
b) downtown	_____	_____
c) city-wide	_____	_____
d) city-wide and beyond	_____	_____

Most of my customers/clients are of my mother tongue.

Yes _____ No _____ Half and half _____

- 9.a) Do you think the study area (James St. North between King St. and Barton Street) is attractive to customers?

Yes _____ No _____

- b) If yes, what are the special features you believe are attracting people to the area?

- _____ good parking
 _____ good transit
 _____ visibility due to high traffic volumes
 _____ active business association
 _____ proximity to King St and Jackson Square
 _____ nature of shopping opportunities
 _____ attractive surroundings
 _____ attractive buildings
 _____ nearby residential areas
 _____ ethnic flavour of district
 _____ other (please specify) _____

- c) If no, what are the features you believe are discouraging people from shopping in the area?

☐ poor parking
☐ poor transit
☐ high traffic volumes
☐ inactive business association
☐ proximity to King St. and Jackson Square
☐ nature of shopping opportunities
☐ unattractive surroundings
☐ unattractive buildings
☐ ethnic flavour of district
☐ insufficient residential areas
☐ other (please specify) _____

10. The present condition of the exterior of my building(s) is satisfactory to me:

Yes _____ No _____

If yes, why? _____ If no, why not? _____

11. I would consider discussing improvements to heritage features of my building(s) if designation occurs (technical advice would be available to assist you in this matter).

Yes _____ No _____

12. I would like to see policies applicable to this area on the following matters in order that the character of the district is enhanced or preserved.

- a) Restricting the alteration/removal of significant heritage features on upper floors

Yes _____ No _____

- b) A 180 day waiting period for a demolition permit (for heritage buildings) so that alternatives to demolition may be explored

Yes _____ No _____

- c) Controls on the height and design of new buildings

Yes _____ No _____

- d) Enhancement through extensive public developments:

streetscaping	Yes: _____	No: _____
sidewalk cafe areas	Yes: _____	No: _____
sidewalk widening	Yes: _____	No: _____
reduction in traffic volumes	Yes: _____	No: _____

13. I am in favour of "Heritage Conservation District" designation:

Yes _____ No _____ Not sure _____

Comments: _____

14. I would like a copy of the questionnaire results.

Yes _____ No _____

15. I would like a copy of the historical research which will be done on my building.

Yes _____ No _____

Additional comments pertaining to what you would like to see happen along James Street North between King Street and Barton Street.

THANK YOU FOR YOUR CO-OPERATION.

If you have any questions, please contact John Smit at 526-4168. This questionnaire will be picked up in one week.

JAMES NORTH HERITAGE DISTRICT

Residential Survey

YOUR ANSWERS WILL REMAIN STRICTLY CONFIDENTIAL

1. I have lived at (address please) _____
for _____ years.
2. I own _____, rent _____ my accommodation.
3. My mother tongue is:
English _____
French _____
Portuguese _____
Italian _____
Other (please specify) _____
4. I live in a:
Rented room _____
Bachelor apartment _____
1 Bedroom apartment _____
2 Bedroom apartment _____
3 Bedroom apartment _____
Other (please specify) _____
5. I have _____ people living with me.
I have 0 _____, 1-2 _____, 3-4 _____, more than 4 _____ children living with me.
6. The people in my household work: Number
 - a) in the building where we live _____
 - b) elsewhere along James Street North _____
 - c) in downtown Hamilton _____
 - d) elsewhere in Hamilton _____
 - e) outside the city _____
 - f) unemployed/no job _____
 - g) retired _____
7. The members of my household travel to work by:
 - a) walking or biking _____
 - b) public transit _____
 - c) family car or truck _____
 - d) friend's car or truck _____

8. My household owns 0 _____, 1 _____, 2 _____, 3 _____ cars or trucks.

9. There is sufficient parking _____, insufficient parking _____ for my household's cars or trucks.

10. I think there is too much traffic along James Street North.

Yes _____ No _____

11. I think bus service is satisfactory _____, unsatisfactory _____ along James Street North.

12. I think the condition of the sidewalks along James Street is:

Good _____
Average _____
Poor _____

13. I would like to see the following improvements made to the sidewalks:

- a) narrow the street and widen the sidewalks
- b) extensive streetscaping (planters, sidewalk benches, _____
bus shelters) _____
- c) develop sidewalk cafes _____
- d) other (please specify) _____

14. I do most of my shopping:

- a) along James Street North _____
- b) downtown _____
- c) elsewhere in Hamilton _____

15. a) In my opinion, the study area (James Street North, between King Street and Barton Street) is a good place to live:

Yes _____ No _____

b) I feel the following features make living along James Street North attractive:

- _____ close to downtown
- _____ close to work
- _____ good recreational opportunities
- _____ sufficient recreational open space in the area
- _____ good area to raise children
- _____ good accommodation
- _____ affordable accommodation
- _____ good services (doctor, dentist, social services, etc.)
- _____ close to friends
- _____ ethnicity of the area
- _____ low crime rate
- _____ active resident's association
- _____ attractive buildings
- _____ attractive surroundings
- _____ good shopping opportunities along James Street North
- _____ other (please specify) _____

c) I feel the following features make living along James Street North unattractive:

- ☐ too close to downtown
- ☐ poor recreational opportunities
- ☐ insufficient recreational open space in the area
- ☐ poor area to raise children
- ☐ poor accommodation
- ☐ unaffordable rent
- ☐ poor services (doctor, dentist, social services, etc.)
- ☐ away from friends
- ☐ ethnicity of the area
- ☐ high crime rates
- ☐ inactive resident's association
- ☐ unattractive buildings
- ☐ unattractive surroundings
- ☐ noisy
- ☐ poor shopping opportunities along James Street North
- ☐ other (please specify) _____

16. a) The present condition of the exterior of my building(s) is satisfactory to me.

Yes _____ No _____

Reason _____

b) The present condition of the interior of my building(s) is satisfactory to me.

Yes _____ No _____

Reason _____

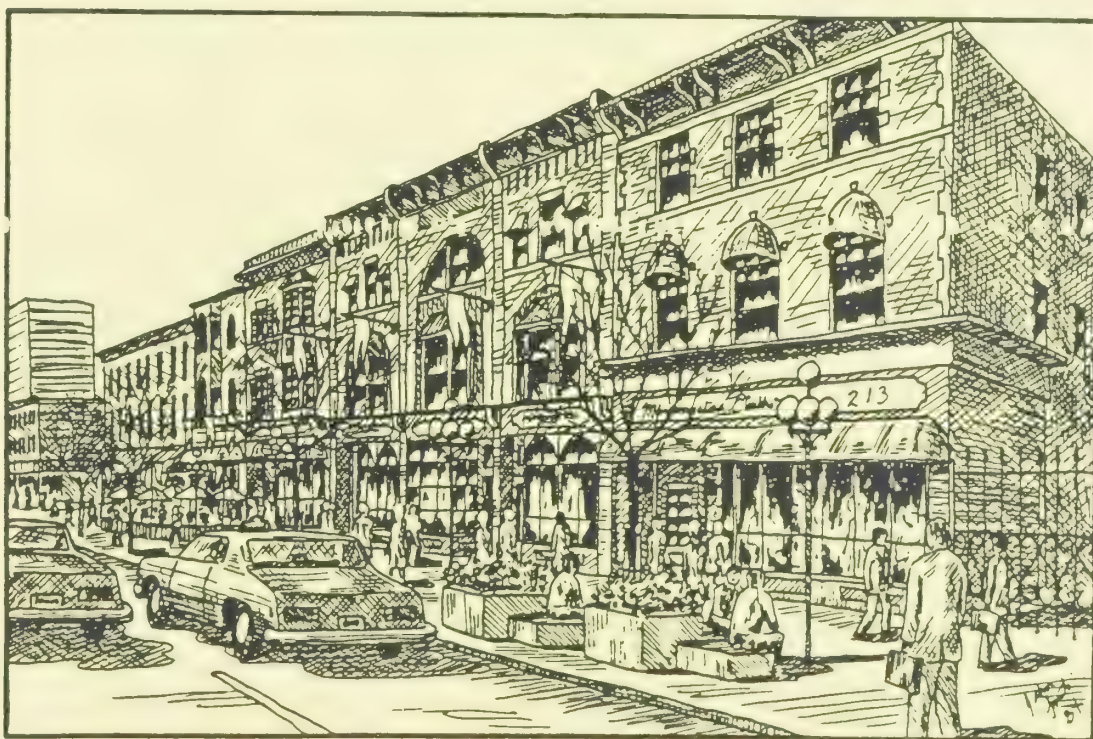
I have the following additional comments.

THANK YOU FOR YOUR COOPERATION.

If you have any questions, please contact John Smit at 526-4168. This questionnaire will be picked up in one week.

APPENDIX 1

Summaries for Appendix Documents



APPENDIX DOCUMENT A - SUMMARY

Appendix Document A is comprised of two appendices which serve as the base data for section 4 of the background study. Appendix A1 is a collection of the data sheets compiled by L.A.C.A.C. addressing the history and architecture of each building.

Appendix A2 is primarily a collection of the data sheets compiled by the planning department addressing the condition of each building and possible improvement measures which would ensure the building's historical character is maintained or enhanced.

APPENDIX DOCUMENT B - SUMMARY

Appendix Document B is comprised of 5 appendices (Appendix B1, B2, B3, B4 and B5). These appendices are a documentation of base data, supporting documents and additional information for Sections 5, 6 and 7 of the background report.

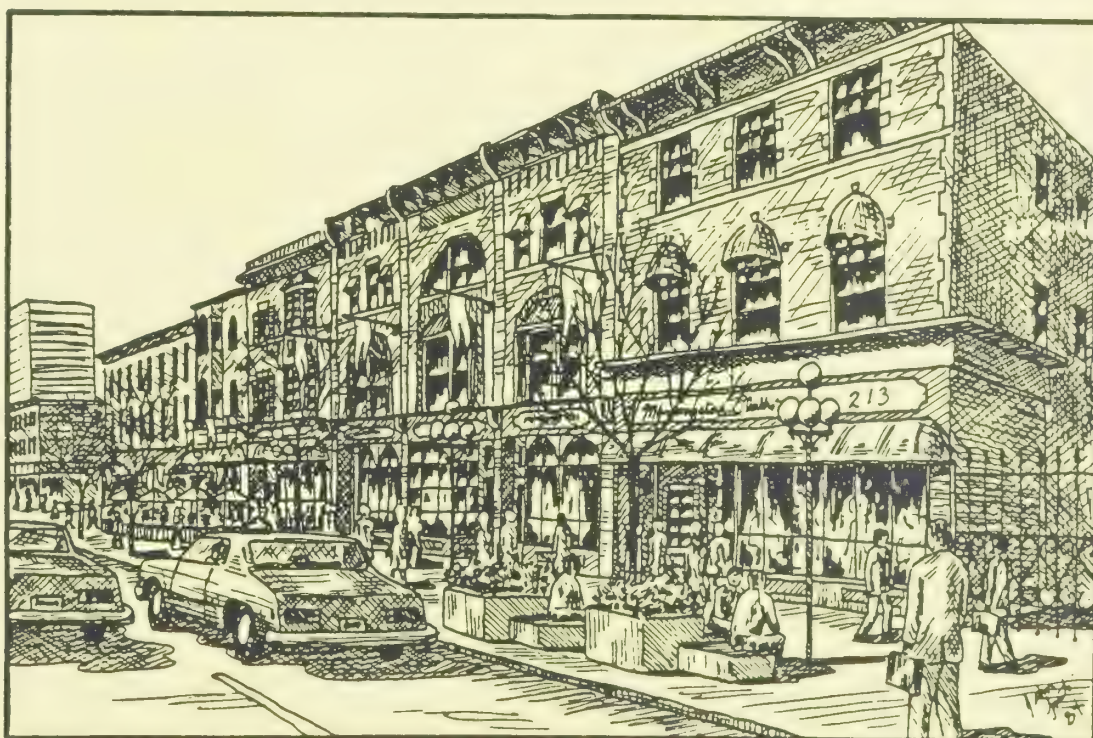
- o Appendix B1 is a collection of planning policies and controls (that directly and indirectly impact the James Street North District) which serve as supporting documentation for Section 5 of the background study.
- o Appendices B2, B3 and B4 are collections of detailed base data (commercial, residential and ownership) used for Section 6 of the background study
- o Appendix B5 is a collection of base data, supporting documentation and additional information (addressing circulation systems) for Section 7 of the background study

APPENDIX DOCUMENT C - SUMMARY

Appendix Document C is comprised of two appendices (Appendix C1 and C2) which are collections of responses from local government departments (municipal and regional) regarding James Street North (Appendix C1) and of questionnaires completed by residents, business people and property owners along James Street North (Appendix C2). Even though the completed questionnaires form Appendix C2 of this document, they are not physically part of the document due to their bulk.

APPENDIX 2

Table of Contents for Appendix Documents



APPENDIX DOCUMENT A TABLE OF CONTENTS

APPENDIX A1 - L.A.C.A.C. BUILDING INVENTORY

INTRODUCTION

SECTION A1.1 - L.A.C.A.C BUILDING INVENTORY
DATA SHEETSAPPENDIX A2 - BUILDING CONDITIONS AND
IMPROVEMENT MEASURES

INTRODUCTION

SECTION A2.1 - BUILDING CONDITION, FACADE ALTERATION
AND HISTORICAL CONTRIBUTION SCORES

SECTION A2.2 - BUILDING CONDITION DATA SHEETS

APPENDIX DOCUMENT B - TABLE OF CONTENTS

APPENDIX B1 - PLANNING POLICIES/CONTROLS

SECTION B1.1 - OFFICIAL PLAN POLICIES

- a) Subsection C.6 - Historic and Architectural Resources
- b) Heritage District Priorities (L.A.C.A.C. Report)
- c) Subsection A.2.8. - Central Policy Area
- d) Subsection C.3 - Tree Planting and Landscaping
- e) Subsection A.2.2. Commercial Uses
- f) Subsection C.5 - Property Maintenance and Municipal Housekeeping
- g) Subsection A.2.9.3 - Other Policy Areas
- h) Subsection B.3 - Circulation and Movement Systems
- i) Subsection B.3.1 - Road Network
- j) Subsection B.3.4 - Pedestrian and Bicycle Circulation
- k) Section C - Amenity and Design Strategy
- l) Subsection B.3.3 - Public and Private Parking
- m) Subsection B.3.2 - Public Transit
- n) Subsection D.5 - Municipal Land Acquisition
- o) Subsection D.2 - Governmental Assistance
- p) Additional Policies
 - p.1) Subsection B.2.1 - Water Distribution
 - p.2) Subsection B.2.2 - Sewage Disposal
 - p.3) Subsection B.2.3 - Storm Drainage
 - p.4) Subsection B.4 - Utility Services
 - p.5) Subsection C.2 - Safety and Convenience
 - p.6) Subsection C.4 - Pollution
 - p.7) Subsection C.8 - Energy

SECTION B1.2 - ZONING BYLAWS

- a) "H" District
- b) "I" District

SECTION B1.3 - REZONING SINCE 1975

- a) 181 James Street North rezoning
- b) 191 James Street North rezoning

APPENDIX B2 - COMMERCIAL LAND USE INVENTORY - BASE DATA

INTRODUCTION

DEFINITION OF CODES AND ABBREVIATIONS FOR SECTIONS
B2.1, B2.2, B2.3

MAP B1 - BLOCK NUMBER REFERENCES

SECTION B2.1 - DETAILED COMMERCIAL ESTABLISHMENT INVENTORY
- BASE DATA

SECTION B2.2 - DETAILED COMMERCIAL ESTABLISHMENT INVENTORY
BY BLOCK WITH DETAILED BREAKDOWN OF COMMERCIAL
TURNS

SECTION B2.3 - NUMBER OF COMMERCIAL ESTABLISHMENTS AND
TOTAL SQUARE FOOTAGE FOR EACH S.I.C. COMMERCIAL
USE SERIES BY CHARACTER AREA AND BLOCKS

APPENDIX B3 - RESIDENTIAL LAND USE INVENTORY BASE DATA

INTRODUCTION

DEFINITION OF ABBREVIATIONS

MAP B2 - BLOCK NUMBER REFERENCES

SECTION B3.1 - RESIDENTIAL LAND USE INVENTORY - BLOCK TOTALS

SECTION B3.2 - DETAILED BLOCK BY BLOCK RESIDENTIAL LAND USE
INVENTORY

APPENDIX B4 - PROPERTY OWNERS AND OWNERSHIP CHARACTERISTICS

INTRODUCTION

DEFINITION OF ABBREVIATIONS

MAP B3 - BLOCK NUMBER REFERENCES

SECTION B4.1 - PROPERTY OWNERS LIST, OWNERSHIP
CHARACTERISTICS AND TURNS

APPENDIX B5 - CIRCULATION SYSTEMS - BASE DATE, SUPPORTING
DOCUMENTATION AND ADDITIONAL INFORMATION

INTRODUCTION

SECTION B5.1 - BY-LAW #75-61 AND 75-175 - SETBACK OF
BUILDINGS AND STRUCTURES ON MAJOR ARTERIALS IN
THE AREA BELOW THE ESCARPMENT

SECTION B5.2 - BY-LAW #84-78 TO REPEAL BY-LAWS #75-61
AND 75-175

SECTION B5.3 - TRAFFIC VOLUME INFORMATION

SECTION B5.4 - 7-HOUR PEDESTRIAN COUNTS

SECTION B5.5 - SUMMARY - 7-HOUR PEDESTRIAN COUNTS

SECTION B5.6 - BUS VOLUMES

SECTION B5.7 - GO-ALRT - YORK BOULEVARD/WOODBINE TUNNEL OPTION

APPENDIX DOCUMENT C - TABLE OF CONTENTS

APPENDIX C1 - COLLECTION OF RESPONSES FROM MUNICIPAL AND REGIONAL
DEPARTMENTS REGARDING JAMES STREET NORTH

INTRODUCITON

SECTION C1.1 - FILE OF RESPONSES

APPENDIX C2 -COLLECTION OF COMPLETED QUESTIONNAIRES

INTRODUCTION

SECTION C2.1 - COMPLETED COMMERCIAL QUESTIONNAIRES

SECTION C2.2 - COMPLETED RESIDENTIAL QUESTIONNAIRES



HAMILTON PUBLIC LIBRARY



3 2022 21292802 8

